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No. 16,508. 號八十九百五千六萬壹第 日三十月六年三統宣 HONGKONG, SATURDAY, JULY 8th, 1911. 六拜禮 號六月七年一十百九千一英港香 PRICE \$3 PER MONTH.

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[a31]

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MANAGER.

Hongkong, 24th July, 1905. [a330]

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TELEGRAPHIC ADDRESS "Comfort,"

Hongkong.

Hongkong, 1st September, 1910. [a43]

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Hongkong, 4th December, 1907. [a32]

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Both Hotels electrically lighted, and under

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[a773]

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Hongkong, 7th July, 1911. [a699]

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LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JULY 8TH, 1911.

A PERusal of some comments in the annual report of the British Commercial Attaché last year on the subject of the great Industrial Exhibition held at Nanking led us to put forward for consideration last year a suggestion that an Exhibition on a large scale should be held in Hongkong. The Commercial Attaché remarked that the year 1909 had been characterised by the number of Industrial Exhibitions held "all over the country." Temporary Exhibitions of local products and manufactures had been held at Shanghai, Peking, Foochow, Chengtu, Nanchang and many other places in the northern and central provinces, of exhibits destined for the first great industrial Exhibition in China on modern lines which was subsequently held at Nanking. H.E. TUN FANG, who at the time was Viceroy of the Liang Kiang, was the author of the project, and the grand Exhibition at Nanking was carried out at a cost of about £80,000, half of which was furnished by the provincial Government and the other half by subscriptions from the various Chambers of Commerce. Exhibits of local productions were received from every province in the Empire, and provided a very comprehensive display of the agricultural and industrial resources of China. But, notwithstanding that the arrangements reflected the greatest credit on the general management, the British Consul in the course of his Report on the Trade of Nanking in 1910, says the Exhibition excited no interest amongst the general population and after the first few

weeks of its existence, was practically deserted by all but official visitors. "The results in consequence have been a bitter disappointment to all concerned—promoters, exhibitors and those who catered for the entertainment and amusement of the public alike—and it will no doubt be many years before a similar achievement is again attempted in China." The ill-success of the Exhibition, Mr. WILKINSON says, was if anything more disappointing to the foreign exhibitors than to the Chinese. A considerable sum of money was expended by them in making their display as effective as possible, yet the Consul has been unable to learn that any sales were effected, and, owing to the small attention attracted by the Exhibition, their goods can hardly have gained very much by way of advertisement. Mr. GORRE in his Report for 1909 commented on the stress laid in Chinese official utterances on the "educative" value of the Exhibition, the inference being that the visitors would be impressed by the vastness and sufficiency of the resources of the Empire and realise the futility and folly of purchasing foreign goods. Mr. GORRE's successor, however, quotes a leading article from one of the principal Chinese newspapers to show that popular impressions are quite the reverse of those which the authorities hoped to inculcate in the Chinese mind. To the writer of the article the Exhibition revealed the weakness and poverty of China, and proved conclusively that the Chinese had failed to realise that manufactures are the source of wealth and greatness of Western nations. He is reluctantly forced to conclude that all the talk during the past decade of the awakening of commercial China, the introduction of modern machinery and the adoption of Western methods of manufacture, has been "more empty babble," and that China has, as yet, made no progress in the direction of competing with foreign manufactures in the supply of the thousand-and-one articles which are daily in use in every Chinese household. Such reflections as these on the Nanking Exhibition certainly lend no encouragement to the idea of holding a grand exhibition in Hongkong, though it does not necessarily follow that an Exhibition in the South of China would prove so disappointing as the exhibition appears to have proved in the North. Certainly there is no more suitable place in South China for an Exhibition than Hongkong—or rather Kowloon, which is so easily accessible by steamship and rail, but the organisation of an Exhibition involves a heavy expenditure, which, in view of the results of the Nanking enterprise, would appear too risky to embark upon, though we believe we are correct in saying that little or no loss was suffered by the promoters.

Three cases of plague, one fatal, were reported yesterday, bringing the total for the year to 190.

The third Gymkhana of the season takes place at the Happy Valley this afternoon, commencing at 3.30 p.m.

The Chinese cruiser *Haiché*, which was in England for the Coronation, was to have left Southampton for Germany on the 5th inst.

Trenoh Mines paid a dividend of 2s. per share and a bonus of 3s. per share for the first six months of the present year, payable, tax free, on the 29th ult.

The police have been notified that a Chinese entered a house at Shektau on Thursday night and stole clothing, money and jewellery to the value of \$160.

On Thursday night a house coolie employed at the Central Hotel departed with between \$600 and \$700 and a gold rolled watch belonging to the proprietor.

Captain Kataoka, of the Japanese cruiser *Akatsuki*, at present in the harbour, has left for Japan on private affairs. His successor, Captain Numone, is expected here to-morrow.

The engagements of the Bishop of Victoria for to-morrow (Sunday) are—9.15 a.m., preach at the Cathedral and Military Parade Service; 7 p.m., address Chinese students at St. Paul's College.

Among those present at the 113th Anniversary Festival for the Royal Masonic Institution for Boys, held at the White City, were Dr. Sutcliffe Ivy (District Grand Master of North China), and Mr. R. E. Bellios.

The King has been pleased to appoint Mr. Sidney Barton to be Chinese Secretary to His Majesty's Legation at Peking, and Mr. Herbert Phillips to be one of His Majesty's Vice-Consuls in China (May 12).

Police Sergt. Garrod proceeded against a Chinese stallholder before Mr. Hazeland at the Magistracy yesterday for obstructing a street in the Central district. His Worship asked the defendant if he caused an obstruction and he replied, "If the Sergeant says so, it must be true." A fine of \$25 was imposed.

Admiral Togo, accompanied by Sir Frederick Fisher and Admiral Dundas, visited the Dreadnought Hospital at Greenwich last month. He was conducted through the building by the secretary, and expressed his satisfaction with the arrangements made for the accommodation of Japanese sailors. The hospital contains a bed endowed by the Emperor of Japan.

Speculating on the choice of a successor to Sir John Anderson, Governor of the Straits Settlements, the *Singapore Free Press* says:—"We suppose Sir Frederick Lugard, at Hongkong, could have the Straits appointment for the asking, although he might not care to exchange. Neither would Sir Henry McCallum, whose abounding energies are so engrossed in the task of Ceylon administration."

Before Mr. Hazeland at the Magistracy yesterday Mr. D. W. Trautman, superintendent of imports and exports, recorded against a Chinese for being in possession of 150 bottles of cocaine valued at \$5,000, which it is believed he intended to smuggle into Amoy. Defendant denied the charge, saying that a man asked him to hold the bag containing the cocaine. His Worship, after hearing the evidence, imposed a fine of \$2,000, the alternative being twelve months' imprisonment and ordered the cocaine to be confiscated.

SUPREME COURT.

Friday, 7th July.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GONZALEZ (PUISNE JUDGE).

A BORROWER'S DIFFICULTIES.

In the case of Mola Singh against F. M. X. Souza for \$40, Mr. J. H. Gardiner, who appeared for the plaintiff, asked that the case be adjourned sine die as it was in course of settlement.

His Lordship—How long do you want it adjourned for?

Mr. Gardiner—Sine die.

His Lordship—It keeps cropping up. I think I had better fix a day.

Mr. Gardiner—It is a promissory note payable by instalments. He is paying other instalments and delaying these.

His Lordship—Apparently it has been adjourned sine die three times and reinstated.

Mr. Gardiner—Yes.

His Lordship—I think I had better have him here.

Mr. Gardiner—He would rather not come here.

His Lordship adjourned the case.

THREE CLAIMS.

Vieira & Co. were the defendants in three actions set down in the list. One was for \$655, the second for \$950, and the third for \$439. They were adjourned for a week.

CHINESE COMMENDED.

Two Chinese were charged before Mr. Hazeland at Magistracy yesterday with attempting to rob a European who was under the influence of liquor at West Point on Thursday night. Evidence was given to the effect that while the defendants were going through the European's pockets two Chinese who observed them arrested them and handed them over to the police. The action of the Chinese was made known to the Government, who awarded each of them \$10, and his Worship, in giving the necessary order for the payment of the money, remarked that he wished there were more Chinese like them in the Colony. Each of the defendants were sentenced to three weeks' imprisonment.

JAPANESE TRAWLING INDUSTRY.

COLD STORAGE PROJECT.

The steam trawling industry, inaugurated at Nagasaki in 1907 by the Stearns Trawling Company, a Japanese company organised by a local British firm and having a fair number of foreign shareholders, has met with considerable success. The company now operates two imported steam trawlers, which are both under the direction of British trawling masters, and a third built locally. One or two purely Japanese companies have already entered into competition, and from Shimoda, at the entrance to the Inland Sea, regular fish trains are run daily to Tokyo. Mr. Consul Chalmers, of Nagasaki, from whose report the foregoing particulars are obtained, states that there is a strong movement to establish a fish depot at Nagasaki, which should form a central market for steam trawlers in Japan. Cold storage would form a material part of the scheme.

PALENESS IN HOT CLIMATES.

There is published in *Eugenics* a translated paper by T. F. Kohlbrenner on "The Influence of a Tropical Climate upon Europeans," chiefly containing results of researches carried out in Java. The writer maintains that the cause of paleness in hot climates is not due to ill-health, but to stiffening and thickening of the corneal layer of the epidermis, caused by heat, which makes the body perspire and at the same time prevents the moisture from evaporating. Consequently the epidermis grows opaque. The muscles become more elastic, and blood-vessels have greater power of contraction. Until now no white race has been able to survive in the tropics unless race mixture takes place. The nervous system suffers in the tropics, first by sleeplessness, and then by increased irritability. The best and most highly-gifted intellects are the first to succumb. If a European wishes to settle permanently in a tropical country, he must discard civilisation and live according to local customs.

PLAGUE'S MILLIONS OF VICTIMS.

It is stated in Parliamentary papers that the number of deaths from plague in India in the last ten years was 6,473,704. The three heaviest years were as follows:—1904, 1,143,993; 1905, 1,069,140; and 1907, 1,315,892.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE STRIKES IN ENGLAND.

LONDON, July 7th.

The Seamen's and Dockers' strike is finally ended in Belgium, Newcastle, Sunderland and Southampton.

It continues at Leith and Glasgow.

There were slight disturbances at Manchester yesterday, but these were easily suppressed by the police.

The Bradford woolcombers who struck for higher pay last month have resumed work on the old terms.

Troops have been sent to Salford.

THE EXCESSIVE HEAT IN AMERICA.

LONDON, July 7th.

There have been 431 deaths and thousands of persons have been prostrated by the heat in the United States during the past five days.

GREAT BRITAIN AND THE UNITED STATES.

PECUNIARY CLAIMS.

LONDON, July 7th.

Mr. Philander Knox, Secretary of State, and Mr. Bryce, British Ambassador, have signed the first schedule of an agreement dealing with pecuniary claims between the United States and Great Britain on terms of their submission to arbitration under a Special Agreement signed in August last.

The claims aggregate several million dollars, some of them dating back prior to 1812.

It is understood that the claims will come before an Arbitration Tribunal composed of representatives of the United States and Great Britain and an umpire from a disinterested country.

JAPANESE SHIPBUILDING.

LONDON, July 7th.

Japanese shipbuilding was a prominent feature at the International Congress of Naval Architects in London yesterday.

Sir William White said Japan might become a serious competitor with Europe unless the cost of labour increased.

MOBILISATION IN MONTENEGRO.

LONDON, July 7th.

A telegram from Constantinople states that the Minister of Montenegro has explained to the Porte that the projected mobilisation in Montenegro had no hostile intent, but was merely to prevent the possibility of disagreeable incidents on the frontier.

NAVAL AND MILITARY HONOURS FOR SULTANS OF MALAYA.

LONDON, July 7th.

On leaving England the Sultans of Perak and Kedah were accorded military honours. On their arrival at Dover the Fleet fired salutes.

THE INTERNATIONAL STRIKE.

LONDON, July 7th.

Serious rioting among the rioters at Amsterdam took place last night. Revolvers were freely used, and the troops, supporting the police, fired, wounding eight persons.

EUROPEAN CIRCUIT AVIATION RACE.

LONDON, July 7th.

All nine aviators are still competing. They have safely recrossed the Channel, and yesterday morning proceeded towards Paris.

TURKEY AND THE ALBANIANS.

LONDON, July 7th.

It is understood in Vienna that Turkey will extend the respite for the submission of the Albanians and will utilise the time for further negotiations, though the military preparations will meanwhile continue.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE SITUATION IN MOROCCO.

LONDON, July 7th.

Mr. Asquith, in the House of Commons yesterday, stated in reply to Mr. Balfour—I can say little regarding the negotiations which are passing between the Powers concerning Morocco, but I wish it to be clearly understood that the Government consider that a new situation has arisen the future developments of which may affect British interests more directly than hitherto. We are confident that diplomatic discussion will find a solution. Any part we take therein we shall have due regard to the protection of those interests and the fulfilment of treaty obligations towards France which are well known.

LATER.

A Tangier message states that the Spanish troops have advanced upon Arzila and camped outside the walls.

LATER.

The Spanish Government state that (their?) troops had halted at Arzila, en route to Tangier, but that there is no intention of occupying the place.

All the papers comment on and approve Mr. Asquith's statement regarding the Moroccan situation. They say it makes clear that while supporting France we will not stand aside and allow arrangements to be made behind our backs, as is apparently hoped in Germany. Though the situation is grave the papers express confidence in a diplomatic solution which it is hoped will prevent recurrences of alarms and excursions in connection with Morocco.

BRITISH PLENIPOTENTIARY IN EGYPT.

LONDON, July 7th.

Mr. J. C. Wedgwood, Liberal M. P. for Newcastle-under-Lyme, asked in the House of Commons yesterday whether Lord Kitchener was to be appointed Consul-General for Egypt.

Sir Edward Grey in reply said—I take this opportunity of expressing on behalf of the Government their very great regret at the illness of Sir Eldon Gorst, which precludes the possibility of his returning to Egypt and necessitates his resignation. We are deeply sensible of the high value of the public service which he has rendered and the great loss his retirement entails. Beyond that we can make no definite announcement at present.

THE WORLD'S MARKETS.

LONDON, July 7th.

At Chicago the price of corn dropped over three points on receipt of the report that rains had fallen. Oats and wheat dropped in sympathy.

At New York cotton slumped 34 points on hearing similar reports.

THE SINKING OF THE "MAINE."

LONDON, July 7th.

A Washington message states that General Birby, the expert appointed to report on the sinking of the U.S. battleship *Maine*, which largely caused the Hispano-American War, says that the sinking was due to an explosion of her three magazines. The effects were not produced from without. The cause of the explosion will never be known.

ANGLO-AMERICAN ARBITRATION.

LONDON, July 7th.

Sir Edward Grey, in the House of Commons in reply to Mr. D. M. Mason, Liberal M. P. for Coventry, stated that there was every prospect of the Anglo-American Arbitration Treaty being signed very shortly. It would be presented to Parliament before ratification.

RUMOURS REGARDING PORTUGAL.

LONDON, July 7th.

The telegraphs from Lisbon are working normally, and there is no mention of a revolt at the capital.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE LORDS AND THE PARLIAMENT BILL.

LONDON, July 7th.

The Committee stage of the Parliament Bill in the House of Lords is concluded.

Lord Morley announced that the report stage would be taken on July 13th.

LATER.

Madrid telegrams from the frontier state that all is quiet in Portugal, though troops are still massing in the North to prevent an invasion of monarchists.

BY-ELECTION AT GLASGOW.

LONDON, July 7th.

Polling in the bye-election in the Trades-union division of Glasgow took place yesterday and resulted in the return of Mr. White, Liberal, who received 3,869 votes, against 2,783 cast for the Unionist candidate, Mr. Watts.

[At the last election the Liberal vote was split between Mr. Cameron Corbett, who was elected, and an independent Liberal.]

CORRESPONDENCE.

CHINA AND MACAO.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Referring to your leader of 5th instant on the overtures alleged to have been made to the Portuguese Government by China with regard to stoppage of gambling in Macao, allow me to say that if the Chinese Government wishes the Portuguese to abolish gambling in the Colony, let them come forward and assist the Portuguese in finding new sources of revenue to substitute the present gambling revenues, otherwise the Portuguese will have to stick to them, as it would be derogatory to the national decorum to accept subsidies from foreign governments. There are several things that China could do in this direction, but let them start by settling the vexed delimitation question, as that would assist in bringing a little prosperity to the place. The present unsettled state of affairs militates against the starting of new businesses and industries. The dredging of the harbour should not be objected to by the Chinese, as it is a step towards possible development of coasting trade. The Macao-Canton railway question should also be settled without any further delay, as it is sure to bring life to the Colony and will materially help Portugal in the acquisition of new sources of revenue. Unless China does something herself to assist Portugal in the direction of acquiring new revenues, it is idle to talk of asking her to do away with gambling, and all efforts on the part of China to suppress the vice among their nationals in Canton will be of no avail and will only help to swell the paroxysm of the gambling monopolists of Macao. Enclosing my card.—Yours faithfully,

A PORTUGUESE.

Macao, July 6th, 1911.

JAPAN AND THE CHINA TRADE.

Since the recent tour of inspection of Mr. Okubo, Director of the Bureau of Commerce, in China the Department of Agriculture and Commerce has been devoting its energy to the encouragement of the promotion of the Japan-China trade, and has been in negotiation with the Peking Government in regard to proposals to exhibit Japanese staple products at the Peking Commercial Museum and Chinese staple products at similar institutions in Tokyo in order to give an impulse to the promotion of the trade interests of the two countries. The negotiations have now been brought to a successful conclusion, and the Department, says the *Tokyo Asahi*, is selecting samples of commodities to be sent to the Peking Museum. Not a few business men have already offered to contribute staple commodities for the purpose. The authorities have decided to exhibit Chinese commodities in rotation in the museums in cities interested in the China trade.

SERDANG (SUMATRA) RUBBER AND PRODUCE ESTATES (LIMITED).

The board have issued a circular stating that the company has now realized the whole of the tobacco crop. Contrary to expectation the later prices obtained have not been so good as the earlier ones, the total gross amount realized being £11,736. In consequence of the much-regretted sudden death of the chairman, Colonel G. Wentworth Forbes, and the resignation of Mr. H. A. Mathies, there were two vacancies on the board, which the remaining directors have filled by electing Mr. W. E. Davies and Mr. H. N. Turner, who were nominated by the two largest shareholders in the company. The company's agents in the East have been instructed to close their books on June 30, and as soon as these accounts have been made up and audited the directors will convene the first annual general meeting. The meeting is not likely to be held before the end of September.

MRS. PROUDLOCK'S SENTENCE.

The *Straits Times* understand that Archdeacon Icard received a telegram on June 30th from the relatives of Mrs. Proudlock informing him that her legal advisers had been notified that the death sentence was commuted and that, pending a meeting of the Selangor State Council, Mrs. Proudlock would be kept in simple imprisonment. A telegram received from our contemporary's Kuala Lumpur correspondent confirms the above, adding that Mrs. Proudlock has been taken out of the condemned cell at Padu Gao.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

July 7th.

REVOLUTIONISTS.

Yesterday the authorities received the unwelcome news from the King Chow Prefecture that the revolutionists are becoming exceedingly bold and are propagating their doctrines far and wide in spite of all efforts on the part of the authorities to check them. The magistrate Mok says that at least seventy per cent. of the population of the prefecture is openly in sympathy with the rebel cause, and that the number faithful to the ruling dynasty is very small. The magistrate has asked for a strong body of troops to be sent to the prefecture to overawe the rebels and to be in readiness in case of an emergency. Disquieting news also comes from those parts of the province that infringe on Kwong Sai and Hunan. These border districts are full of bandits who, probably for the sake of plunder, have taken up the revolutionary cause and are creating much disturbance. So serious is the state of affairs, that the Peking Government has advised concerted action by the authorities of the two Kwong and Hunan for the purpose of exterminating these pests of society. In the Tang Kwong District also there has of late been a remarkable increase in the activity of certain secret societies. The Viceroy has issued orders to the district officials to arrest the heads of these societies and to disperse their followers—an order much easier to give than to carry into effect. His Excellency has given authority to shoot down without mercy all who offer resistance to arrest.

MORE TAXES.

The people of the Yu Shan district are highly disgusted with their magistrate for the following reason. Before gambling was abolished the police of this particular district were paid out of the gaming tax, but since the 3rd moon there has been no such source of income and the magistrate has been put to all kinds of shifts and devices to get the money wherewith to pay the constabulary. He now proposes to levy a small tax on all pigs, hides, charcoal, wood and oil coming in or going out of the district, and these imposts are calculated to produce the \$1,000 a month required by the police. The people are highly indignant at the common necessities of life being taxed, and suggest that the official had better look round for some other source of income. It is an undoubted fact that all necessities are rising very much in price, especially rice, wood and oil. Good rice is at 14-16 catties a dollar, and I was told by a man a few days ago that when he was a boy over sixty years ago rice could be bought at the rate of 70 catties to the dollar.

WATCH-TOWERS.

I reported yesterday that Admiral Li is now in the Shun Tak District, previous to departing for the West River. He has determined to build a number of high stone watch-towers or forts all over the district and from these places a vigilant eye will be kept on the bandits and other disturbers of the peace. These towers are to be in telegraphic or telephonic connection with the guard boats and camps, and it is hoped by this means to secure greater co-operation of action against the robbers.

A STRANGE OCCURRENCE.

Here is a strange tale illustrating the remarkable procedure taken by "justice." A lady named Lam has just petitioned Admiral Li to the effect that she is the widow of a non-commissioned officer. That officer, in the course of his duty, was ordered to a place called Pa Kong Hui in the Ching Yuen District. Having arrived there he put up at a boarding-house. Some hours later this place was visited by an officer for the purpose of apprehending certain "wanted" fellows. The unfortunate "non-com," being a stranger, was immediately seized, led outside the house and without the semblance of a trial was shot dead as a bandit. The widow has asked the Admiral both to clear her dead husband's name and to severely punish his murderer. This incident casts a sinister light on what happens when petty deputies are sent into the country to arrest robbers. To save their own positions they must show results, and it is to be feared that the results are too often obtained by the above method. That such persons should be invested with the authority of life and death is a disgrace to a nation that considers itself fit to be included in the list of "enlightened" peoples.

GAMBLING.

The Taoist of Police has brought to the notice of the Viceroy that gambling in various forms is still rife in many eating-houses and brothels. It would appear from the report that these places are made to serve almost the purpose of the old licensed gambling houses, and H.E. has given authority to the Taoist to suppress this illicit gambling with a firm hand.

SMUGGLING.

Admiral Li reports that there has been a greatly increased amount of smuggling lately. Ammunition has been found to be making its way into the country in unprecedented quantities and thousands of piculs of salt appear never to make the acquaintance of the revenue officers. In an order issued to river cruisers, police and guard boats the Admiral has directed these in command to pay particular attention to all vessels supposed to be carrying salt, opium and salt fish, as the cargoes of such vessels peculiarly lend themselves to smuggling purposes.

WEATHER.

The typhoon signals are now down, but the bad weather continues. Squalls and frequent heavy showers of rain are the order of the day, and Canton is by no means a pleasant city at present.

THE TRADE OF HONGKONG.

The following is extracted from the Report of the Harbour Master for the year 1910:

As pointed out in previous reports, the figures which used to appear under this heading were, as a whole, so inaccurate as to be, in many cases, most misleading. They have therefore been omitted from this, as from my three previous annual reports. However, in certain items of the import trade, fairly accurate details are available, and, as to these, the following remarks may be of interest.

Coal.—1,115,120 tons were imported during the year. This quantity, compared with the imports for 1909, shows a decrease of 11,716 tons, or 1.04 per cent. This decrease is so small as to be negligible, but is explained by the dull tone of the market in the Colony throughout the year 1910, and the necessity of adjusting stocks after the somewhat largely increased imports of 1909. Of the various varieties of coal imported, Japanese heads the list. Next comes that from North China and Manchuria, which holds its own, if not actually increasing. Cardiff, though only used by the Admiralty, comes third. There have been increased shipments from Hong Kong, but from Australia and India large decreases appear; while no Libman coal was imported during the year.

I remarked last year upon the fact that, in spite of the large increase in coal imported, the shipments of bunker coal in the Colony had fallen off considerably. This year, the opposite occurred. There is a falling off in imports, but an increase of 22,140 tons, or 3.5 per cent., in the quantity of bunker coal imported. But the total amount of coal imported, little more than half is shipped as bunker coal, the remainder being re-exported.

Kerosene Oil.—Here, enormous increases are reported: in Bulk Oil of 20,559 tons, or 57.7 per cent., and in Case Oil of 15,989 tons, or 38.6 per cent., while Liquid Fuel has increased 5,089 tons, or 11.1 per cent. These increases appear to be due to competition between the Asiatic Petroleum Co. and the Standard Oil Co., whose businesses are largely increasing in the interior of China in consequence of their activity in opening up new distributing centres.

As last year, I did a few remarks about certain other items of import of which I have been able to collect information.

Cotton and Cotton Yarn.—Here is shown, again, a large increase, of 10,174 tons, or 15.7 per cent., added to the large increase reported last year. This seems to be due to the fact that, though the increase was in year after year, hardly any cotton having been imported (owing to the high prices ruling in India and the Chinese provinces) at being exceptionally cheap and of good quality this year. The yarn market, though considerable fluctuations in price occurred during the year, was strong. The demand being great and prices generally favourable, large imports were made.

Flour.—Here our returns show the enormous falling off of 26,273 tons, or 44.9 per cent. This is due to the virtual cessation of the flour trade in the Colony during the first six months of the year, owing to high prices of American flour, and the competition of the Shanghai mills, which shipped their products direct to Chinese ports, instead of to Hong Kong, for distribution. Matters improved during the last six months, owing to the Shanghai Mills being short of wheat, while such as they had was of poor quality. The result was a resumption of trade with Hong Kong—the port of Canton, Amoy, Foochow, etc., which ports had previously been served by Shanghai, and the import of American flour immediately recommenced in unusually large quantities.

Rice.—There is a very considerable increase in this item of 183,662 tons, or 33.9 per cent., added to the decrease of 25 per cent. last year. This is undoubtedly due to the almost total failure of the Chinese first crops, owing to the continued drought, in the spring and summer, and to the virtual failure of the four trade in the Colony during the first six months of the year, owing to high prices of American rice, and the competition of the Shanghai mills, which shipped their products direct to Chinese ports, instead of to Hong Kong, for distribution. Matters improved during the last six months, owing to the Shanghai Mills being short of wheat, while such as they had was of poor quality. The result was a resumption of trade with Hong Kong—the port of Canton, Amoy, Foochow, etc., which ports had previously been served by Shanghai, and the import of American flour immediately recommenced in unusually large quantities.

The total reported imports during the year amounted to 4,298,194 tons at a value of 4,995,969 tons in 1909, an increase of 102,226 tons, or 2.4 per cent. Exports also show an increase, of 23,000 tons, or 10.2 per cent. Transit cargo shows a decrease, of 12,039 tons, or 0.3 per cent. These figures are not, however, reliable, there being no means of collecting accurate information, in the absence of any Customs Staff.

REVENUE AND EXPENDITURE.

The gross Revenue collected by the Harbour Department during the year was \$494,234.84 as against \$461,864.82 collected in the previous year, showing an increase of \$32,369.02, or 7 per cent.

	1909.	1910.
Light Dues,	\$8,473.37	\$96,57.20
Light Dues, Special	90,337.67	95,810.83
Licences and Internal	133,391.09	137,268.67
Fees of Court and Office,	55,523.38	174,811.89
Miscellaneous Receipts,	134.40	166.25
Total,	\$461,864.82	\$494,234.84

The principal increases are under Light Dues, \$83,683.83; Light Dues, Special, \$5,337.46; Fees of Court and Office, \$119,288.51; Licences, \$4,876.58; Fishing, \$8,886 and Net Licences, \$575.60; Chinese Passenger Ship Licences, \$375; Immigration Brokers' Licences, \$200; Steam-launch Licences, \$139.75; Pilot's Licences, \$85; Medical Examination of Emigrants, \$17,514.50; Engagement and Discharge of Seamen, \$2,579.60; Sunday Cargo Working Permits, \$1,275; Registry fees, \$865; Survey of Steamships \$396.17; and Sale of Printed Forms, \$98.

There was a falling off in Revenue under the headings:—Court Fines, \$2,079.63; Fees for storage of explosives, \$3,037.76; and Examination of Masters, Mates and Engineers \$545.

The expenditure of the Harbour Department for 1910 was \$60,035.89 as against \$169,679.34 expended in 1909.

AMERICAN FINANCE.

A GREAT TRUST COMBINATION.

It is announced that the Bankers' Trust Company has acquired a controlling interest in the Equitable Life Assurance Society through the purchase of the holding in the latter of the Equitable Life Assurance Society in the United States. The officers of the Bankers' Trust Company admit that it is intended to absorb the Mercantile Trust Company. This transaction will result in one of the greatest trust company combinations in the United States. The sales of the Equitable Life Society's holdings is apparently in compliance with the American Law requiring insurance companies to direct themselves of holdings in financial institutions.

THE CRUSADE AGAINST OPIUM IN CHINA.

SIR ALEXANDER HOSIE'S REPORT.

We are indebted to the Peking Daily News for the following summary of Sir Alexander Hosie's Report on his tour of inspection in the Opium-growing districts of China:

The first Province visited by Sir Alexander was Shansi. He journeyed by rail from Peking to Tai-yuan Pa, the capital, which he reached on May 5, 1910. He interviewed His Excellency the Governor, Ting Hsueh-shan, the next day, who assured him that the poppy had been entirely eradicated from the Province, and gave him every facility for carrying out his investigations. The members of the Provincial Assembly also corroborated the Governor's statements. Sir Alexander Hosie's own remarks are worth quoting:—On my journey west from Tai-yuan Pa to the Yellow River, the boundary of Shansi and Shensi in that direction, I did not see a single poppy plant, and on my return journey northwards through the southern half of Shansi, from the Yellow River to Tai-yuan Pa, the same was over, even had the poppy been cultivated in the Province, which I have no reason to believe was the case, for enquiries all along the road failed, except in the Wen-shai district, to elicit any evidence of its existence during the year.

Whether the production of opium in Shansi in 1909 amounted to 20,000 or 8,785 piculs, there is reason to believe that the poppy has ceased to be cultivated in that Province for the last two years, and that opium smokers there are now dependent on unwholesome stocks and on supplies smuggled from neighbouring provinces.

In regard to the two distant Provinces of Shensi and Kansu, although the measures for total prohibition were not read effectively in some parts, the progress made has not been so satisfactory as in Shansi. Sir Alexander believes that the diminution is somewhat under 50 per cent. in Shensi, and rather less in Kansu. Even this percentage, however, exceeds the corresponding reduction of the drug imported into China from India.

The Province of Yunnan also shows marked progress in opium prohibition, for in the British Commissioner's modest estimate, as much as 7 per cent has been eradicated. This is exceedingly satisfactory, because orders for total suppression were not issued until the latter part of 1910, when the Tachung Yuen passed its famous resolutions to that effect. We have very conditions that before the present year is out we shall have that opium has been entirely eradicated in this Province.

When we pass on to the large Province of Szechuan, we find Sir Alexander Hosie's report still more encouraging. Here is a vast tract of land, once the greatest opium producing province in China with its 2,000,000 idlers yearly, now completely rid of the poppy. No wonder the world gasped when the results of Sir Alexander's investigations were briefly telegraphed from London at the beginning of this month. Imagine that only four years ago the total output of opium in Szechuan itself was about four times the annual importation of Indian opium into China, and today not one poppy head could be seen throughout the whole length and breadth of that vast Province! Sir Alexander's own remarks are so illuminating that we may be pardoned if we extract some of the more interesting particulars. "Generally speaking, the cultivation of the poppy in Szechuan occupies the ground from the end of October still the middle or end of April; but in the highlands in the north of the Province the harvest is frequently not gathered till summer, as in the case of the provinces of Kansu and Shensi. When the Imperial Decree of September 20, 1906, commanding the suppression of opium cultivation, and consumption within a period of ten years, and the resolutions for carrying out that decree, were issued in November, were issued, it was too late in the year to affect the poppy season of 1906-7 in Szechuan, but orders were given that there should be a reduction in cultivation of 50 per cent. for the season of 1907-8, a remaining 50 per cent. to be spread over a period of years. The latter part of this programme was, however, abandoned in 1908 and total prohibition imposed on July 25 of that year.

I commenced my investigation into the cultivation, and the production of opium in Szechuan on January 12, 1910. In former years the banks of the river (Yangtze) exposed during low water and the river adjacent thereto in those departments and districts used to be covered with poppy, but a careful examination now showed that the only crops on the ground were broad beans, rape, wheat, peas, and a certain amount of unbarbed sugar-cane. The department of Fu Chou well known to be the main opium producing area of the province, had offered the most strenuous resistance to the measures of suppression. For this reason I travelled through the department from the city of Fu Chou south-west to the district city of Nan-chuan Hsien, thence west to the district city of Ch'ichiang Hsien, and then north through district of Pa Hsien to the port of Chingking. In the department of Fu Chou, as in the other three districts, my search was unrewarded with the sight of a single poppy plant.

Sir Alexander concluded his report on Szechuan thus:— "As the result, therefore, of my own personal investigation, extending over thirty-four days' travel overland, and of the testimony of others, I am satisfied that poppy cultivation has for the present been suppressed in Szechuan, and there can be no doubt that this success is due to the ability and energy of His Excellency the Viceroy, Chao Erh-feng, who assumed office on June 16, 1909, and left for Peking on February 5, 1911, and in a lesser degree of his brother, Chao Erh-feng, and of His Excellency Hsi Liang, who was Viceroy when the Imperial Edict of September 20, 1906, was issued, and was afterwards transferred to Yunnan and Kweichow.

Not must we forget, when we congratulate the Government and people on the success in opium suppression, two revolutionary, namely, their Excellencies of the Shih-kai and Shao-shi, who were first instrumental in initiating these important reforms for the salvation of our people.

THE SHIPPING LINES AND THE SUEZ CANAL.

In the annual report of the Suez Canal Company for 1910, it is shown that the three leading lines using the Canal are British, French, and German, and that these three alone carried approximately 20 per cent. of the entire tonnage passing through the Canal. The four firms are a German one. The tonnage of the four leading firms are as under:—

	Tonnage.
Peninsular and Oriental	1,214,200
Ellerman Lines (Limited)	1,023,400
Alfred Holt & Co.	999,300
Hart Line	531,400

The Ellerman Lines have the list for the number of voyages during the year:

	No. of Voyages.
Peninsular and Oriental	10
Ellerman Lines (Limited)	10
Alfred Holt & Co.	10
Hart Line	10

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AN ANXIOUS HALF-YEAR.

THE STRAITS RUBBER INDUSTRY.

We take the following from the Straits Times of the 1st inst.:

The first half of the year is gone, and we find ourselves surveying a commercial situation which has many hopeful features for the second half. A part of the great quantity of capital raised for the purpose of rubber planting in the Malay Peninsula is gradually being expended upon the opening up of estates, building residences, cooling lines, and factories, so that the common wages bill is steadily increasing. The Government shipping trade is brisk, the Government railway is doing considerable business and if any well established business house is experiencing difficulties it should look to its management for it will find no explanation in the trade conditions of the country. But we have called the past an anxious half-year, and it has been that to most men who have invested largely in rubber properties. Beginning rather hopefully, the price of rubber rose pretty steadily until the end of February, on March 1 we reported auction sales in London with prices at 8 1/2, but from that date there has been an almost continuous fall, with more casual variations up and down. Though casual, changes to the business side, we were not prepared to see the prices drop to 4 1/2 before the end of June with fine hard Para as low as 4 1/2, and we doubt whether the conditions of the market justify these very low rates. But there can be no doubt whatever that they have profoundly affected the rubber market, and that, in spite of what is being said in some of the London papers about a firmer tone, the movement among rubber shareholders has taken the direction of selling. It would, in fact, be extremely difficult now to get a substantial revival of 4 1/2 for rubber shares, because there are so many weak holders ready to seize opportunities of getting out of it with the least possible loss. They have abandoned all hope of getting out at a profit, though there are no doubt a few shares which will rise as the substantial increase of their output is noted towards the end of the year. For the public delirium a year to fifteen months ago, it is not necessary to offer any excuse. It was wild, and unbusinesslike, but we still have something of a grudge against the professional planners, who lent their influence to preposterous overvaluations and forecasts which can never be realized. They have saddled the rubber industry with greater burdens than it will be able to bear, and have created for working planters—the men for whom we have real sympathy—conditions which neither skill nor industry will be able to conquer. What has made the past half-year anxious and distressing in a local sense has been a gradual disclosure of the utterly reckless and often equally unscrupulous ways in which valuations and capitalizations were made. If planters of recognised standing had given honest opinion as with scrupulous care the outlook for the whole industry would be incomparably better than it is.

UNITED KINGDOM CENSUS.

THE IRISH FIGURES.

The census figures for Ireland and Jersey have been issued, and complete the total for the United Kingdom as follows:—

	1911.
England and Wales	36,075,269 inc. 3,547,425
Scotland	4,759,321 inc. 287,418
Ireland	4,381,951 dec. 76,824
Isle of Man	50,542 dec. 4,20
Jersey	51,903 dec. 675

Total

The figures for Guernsey and Alderney will shortly be issued.

The features of the Irish census are:— The decrease of pop. since 1901 is only 17 per cent., by far the smallest for seventy years. There was an actual increase in Leitrim, the province of which Dublin may be called the capital.

The decrease in males was only 0.6 per cent. since 1901, but in females 2.8 per cent.

This may be due to young men remaining under the new land conditions, though the girls still emigrate to become domestic servants.

The result is that the males in Ireland total 2,186,804, and the females 2,195,147, so that the sexes are nearly equal. Women are much in excess in other parts of the United Kingdom. Just as the English census figures showed growth of suburbs, so the Irish figures show enormous expansion of suburbs of Dublin and of the busy towns of Portadown, near Belfast.

The following are the chief figures for the towns:—

	1911.	Increase.
Belfast	385,492	36,312
Dublin	309,273	18,634
Cork	76,632	510
Londonderry	40,799	907
Limerick	38,403	252
Galway and Rath	33,190	5,588
Pembroke	29,260	3,461

* Saburbs of Dublin.

Newry, Droghda, Galway, Kilkenny, Kingstown and Waterford (Mr. Redmond's constituency) show small decreases.

The only counties which show increases are Dublin, Down, Kildare and Antrim. The highest rate of decrease is in Leitrim, Roscommon, Clon, Cavan, Longford, Cork and Sligo.

The religious census shows that 73.9 of the population (almost 3 out of every 4) are Roman Catholics.

It is now possible to give the list of the largest towns (over 300,000 population) in the United Kingdom.

	Population.
London	7,252,963
Glasgow	1,021,001
Manchester	746,566
Birmingham	714,277
Sheffield	525,900
Leeds	454,653
Belfast	385,492
Bristol	357,059
Edinburgh	320,239
Dublin	309,273

THE OPIUM TRADE.

In the House of Commons last month Mr. A. Hiley (Liverpool, N. Blackpool Opp.) asked the Prime Minister whether the cost of making good the loss of Indian revenue caused by the extinction of the opium trade between India and China would fall upon the British or Indian taxpayer.

Mr. Asquith (Lib. E.)—The extent of the loss from the progressive restriction and eventual extinction of the Indian trade with China and the date of the extinction of the trade are at present undetermined, and depend upon contingencies that cannot be accurately ascertained. So far there has been no loss to the revenue owing to the higher prices due to the policy of restriction.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated July 7th state:—

Our market for local stocks continues firm, and rates in some instances have further advanced. Fine Hard Para Rubber has improved slightly during the week, the closing quotation being 1/2, but the Rubber Share market in London has again weakened, and closing quotations have declined round. Francha (China Mines) have again been the medium of an extensive business between this and London, the closing quotation, though lower than the highest point touched, due doubtless to profit taking, being firm with buyers at 90/-, or the interim dividend of 5/- per share recently declared. Bar Silver closes at 24 1/2 per oz. steady, and Sterling T.T. at 1/9 1/2. The open market rate of discount has receded to 2 per cent., but there is no change in the Bank of England rate, which remains at 3 per cent. Shanghai T.T. is unchanged at 7 1/2.

BANKS.—Hongkong and Shanghai are firm with buyers at 835/-, the London rate being unchanged at 837 1/2. Nationals (in liquidation) continue in request at 80.

MARINE INSURANCES.—Unions continue in request at 835/-, but no shares are available under 83 1/2. March Chinese Indemnity Co. sales and further buyers at 155/- and 150/- to 81 1/2 after sales at 187 1/2 and 180. Yangtze and China Traders are unchanged but in request at quotations.

FIRE INSURANCES.—Hongkong are in demand at 835/- and 819/-, but no shares are procurable under an advance.

8. T. P. I. V.—Hongkong, Canton and Macao are firmer with buyers at 830/-, Indo-China, after sales at 865/- preferred and deferred combined, close slightly earlier with sales and public buyers at 865. By courtesy of the general managers, Messrs. Jardine, Matheson & Co., Ltd., we learn that the annual meeting of this company will be held in London on the 13th inst. The proposal is to transfer £200,000 from the Undivided Account, which will then stand at £114,200 and that after writing off £3,000 from the expense of the above issue, and providing for the annual depreciation and interest dividend of 3 per cent. on the preferred shares paid in November, to recommend a payment to holders of preferred ordinary shares of 3 per cent. being balance of the dividend of 6 per cent. for 1908, and a further 6 per cent. being dividend on the same shares for 1909, leaving the dividend for 1910 still in arrears, a balance of £25,635 being carried forward to new account. China and Manila after sales at 81 1/2 and 81 1/2 are quiet and close with sales at 81 1/2. Douglas is quiet at 81 1/2 and 81 1/2, and Star Ferry at 82 1/2 and 81 1/2 for the old and new issues respectively. Shell Transports have declined to 83 1/2 or the final dividend of 2 1/2 for 1910 and interim of 1/- on account of 1911 (Coupon 16) recently declared.

REVENUES.—China Sagars are wanted in a small way at 80 and Luzons at 82 1/2, the latter after sales at 82.

MINING.—Quotations are unchanged and no local business has been reported.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Wharves Docks are firm, with buyers at 855 and Kowloon Wharves at 849 after small sales at 850. New Amoy docks are quiet at 83, Shanghai Docks at 75 1/2, and dividend, and Shanghai and Hongkong Wharves at 84.

LANDS, HOTELS AND BUILDINGS.—Hong Kong Lands are firm at 95 and West Point at 87. There are buyers of Kowloon Lands at 825 and Kowloon Docks at 865 after sales. Hongkong Hotels have sold at 120 and 875 for the old and new issues respectively, closing with buyers at slightly under these rates.

COTTON MILLS.—Quotations are unchanged and no local business has been reported.

MISCELLANEOUS.—Sales are reported of China Brooms at 89, Cements at 83 1/2, Ropes at 18, Watsons at 86, an Stein Fisheries at 7 1/2 and 8. There are buyers of China Ropes at 87 1/2, Dairy Farms at 21 1/2, Electric at 82 1/2, Loss at 175, Ropes at 818 and Powell at 83 1/2. In the North Langkats have appreciated to 115 98 with sales.

RUBBERS, ETC.—The following closing quotations middle prices—were received from London by wire to-day:—

after small sales at \$50. New Amoy books are quiet at \$8, Shanghai Dock at Tls. 57½ or dividend, and Shanghai and Hongk'w Wharves at Tls 84.

LANDS, HOTELS AND BUILDINGS.—HONGKONG Lands are firm at 95 and West Point at \$ 7. There are buyers of Kowloon Lands at 825 and Humphreys Estates at 36½ after sales. Hongkong Hotels have sold at \$120 and \$75 for

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Bindings, etc., should be addressed DAILY PRESS, only, and special business notices should be addressed to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that time the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: Press Code: A.B.C. 5th Ed. 1910.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "ASSAYE," FROM BOMBAY, COLOMBO AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their goods being landed and placed at risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, via, ex "Mollavia,"
From Australia ex "Moolah,"
From Persia, ex "B. I. S. N."
and B. I. S. N. Co.'s Steamer.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 12th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON and DOUGLAS, at 10 a.m. on MONDAY and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 6th July, 1911.

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI" having arrived from the above ports. Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 17th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 14th inst., at 9.30 a.m.

No Fire Insurance has been effected.

CARLOWITZ & Co.,
Agents.

Hongkong, 7th July, 1911.

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:

Epitome of the Week's News.

Leading Articles:

Coronation Reflections.

Germany and Morocco.

The Anti-Gambling Crusade and

Mono.

Floods in Japan.

A Shipping Announcement.

Hongkong Shipping.

Random Reflections.

A Lay of Memory.

Condensed Skimmed Milk.

Secret Opium Divans in Hongkong.

Death of Lieut. Colonel Williamson.

Shamoon Municipal Council.

Typhoon Alarm.

Hongkong Legislative Council.

The Shanghai Stock Exchange.

Hongkong Sanitary Board.

Anglo-Japanese Disagreements in China.

Supreme Court.

Chinese Revolutionary Murdered at

Singapore.

Canton News.

Commercial Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from this Office to

addresses sent; including postage, 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in

advance; postage 82.

Hongkong, 8th July, 1911.

BEKANNTMACHUNG.

Im hiesigen Handelsregister Abt. B ist

unter No. 2 neu eingetragen worden:

CARL BODIKER & Co. Kommandit-

gesellschaft auf Aktien in Hamburg.

Zweigniederlassungen in Tientsin, Tientsin,

Hongkong, Windhoek, Okahandja und Lüderitz.

Das Grundkapital beträgt 1.200.000

Mark, eingeteilt in 1200 auf den Inhaber

lautende Aktien zu 1000 Mark. Gegenstand

des Unternehmens ist der Betrieb von

Geschäften aller Art, insbesondere der

Zusammenhang mit Schiffsausrüstungen und

Lieferungen für Arme und Marine. Per-

sönlich haftender Gesellschafter ist Carl

Godehard Laurentius Maximilian Bodiker,

Kaufmann, zu Hamburg. Ernst Oscar Arnold

FRITSCHE, Joseph Godehard BODIKER,

Georg Wilhelm Gustav HARBING und

Gustav Adolf MEYER ist Gesamtprokura-

tor. Jeder von ihnen ist mit einem anderen

Gesamtprokurentrungsberechtigt. Der

Gesellschaftsvertrag ist am 12. November und

3. Dezember 1896 festgestellt; abgeändert am

28. Dezember 1899, 24. April 1902, 24. Juni

1905, 23. Mai 1906, 19. Juni 1909 und 11. Juni

1910.

KAISERLICH DEUTSCHES KONSULAT.

Canton, 29. Juni 1911.

INTIMATIONS

GEO. FENWICK & CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the HONGKONG HOTEL, at 12 Noon, TO-DAY (SATURDAY), the 8th day of July, when the following Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 17th day of June, 1911, will be submitted for confirmation as Special Resolutions:

1. That GEO. FENWICK & Co., Ltd., be wound up voluntarily.
2. That the partners in the firm of Messrs. PERCY SMITH, SETH and FLEMING, of Hongkong, be appointed Liquidators, with power for any one of them to exercise any of the powers of such Liquidators.

By Order of the Board of Directors,
JOHN I. ANDREW,
General Manager.

Hongkong, 30th June 1911 [898]

HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the Season will be held at HAPPY VALLEY, TO-DAY (SATURDAY), the 8th July, 1911, commencing at 5.30 p.m.
The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or GYMKHANA CLUB.
Soldiers and Sailors in uniform half Price.
The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER,
Hon. Secretary and Treasurer.
Hongkong, 6th July, 1911. [912]

THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the NATIONAL BANK OF CHINA, LIMITED, will be held at St. George's Building, Chater Road, Victoria, Hongkong, on SATURDAY, the Fifteenth day of July, 1911, at 12.30 o'clock p.m., when the subject of Resolutions which were passed at the Extraordinary Meeting of the Company held on the Twenty-fourth day of June, 1911, will be submitted for confirmation as Special Resolutions:

- (1) That the Company be wound-up voluntarily, and that ALFRED RYLANDS LOWE, Chartered Accountant, of "Thorn's Chambers," Fenchurch Street, London, E.C., and St. George's Building, Hongkong, be and he is hereby appointed Liquidator for the purpose of such winding-up.
- (2) That the Liquidator be authorised to pay out of the funds of the Company a sum not exceeding \$100,000 as compensation to members of the Company's staff.

Dated the Twenty-sixth day of June, 1911.

By Order of the Board,
J. SCOTT HARSTON,
Chairman.

SITUATION WANTED BY A FOREIGNER.

A SCHOOL BOY, 16 years of age, wants position in Insurance, Shipping or any Mercantile Office; no objection to outposts, willing to work two months without pay and then start with a Reasonable Salary.

Apply to—
A. B. C.,
Care of "Daily Press" Office.

Hongkong, 3rd July, 1911. [904]

THE PRACTICAL MERCANTILE AND TECHNICAL TRAINING CLASSES.

WE teach you only what is practical and applicable to your business or occupation.

Our different subjects are:

A General Merchant's Business.

Estimates on Machinery and on Contracts.

German Language. Typewriting.

Electrical Engineering. Stationary Steam

Mechanical. Gas, Gasoline and

Hydraulic. Oil Engines.

Marine.

The above subjects are sub-divided into special courses.

Please write us for full particulars on any subject.

We are also Agents for the well-known and renowned

ELECTRICAL ENGINEER INSTITUTE OF CORRESPONDENCE INSTRUCTION, LONDON.

The subjects they teach are as follows:

Electrical Engineering, Mechanical Engineering.

The Electrical Engineer Institute also sub-

divide the subjects they teach into special courses for the selection and choice of their students, so that they may go in for a complete course or a special branch of Electrical Engineering or Mechanical Engineering.

We shall be glad to give you full information, if you will kindly write to:—TRAINING.

Care of "Daily Press" Office.

Hongkong, 28th June, 1911. [888]

ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD-

STONES and CROSSES in Stock at

BROWN, JONES & Co.,

41, Morrison Hill Road.

Hongkong, 1st June, 1911. [776]

NOTICE.

IT is proposed to form a TENNIS CLUB at Kowloon for Europeans and to lease the Four Courts at the back of HUMPHREYS ESTATE Co.'s Flats in Nathan Road. Those interested in the above project are requested to send in their names to:

The Secretary,
HUMPHREYS ESTATE & FINANCE

Co., Ltd.,
Alexandra Buildings.

Hongkong, 22nd June, 1911. [872]

YOU

Can always get the best quality

LOCAL

BEEF AND MUTTON

and

AUSTRALIAN

FROZEN MUTTON,

LAMB, RABBITS

HARES.

From

THE

DAIRY FARM CO., LTD.

Butcher's Dept.

Price list on application.

Hongkong, 7th July, 1911. [35]

INTIMATIONS

THE HIPPODROME CIRCUS AND MENAGERIE.

Location:—CAUSEWAY BAY.

Under a specially constructed

MAT SHED.

Doors Open at 8 P.M. Overture 9.15.

EVERY EVENING

UNTIL FURTHER NOTICE.

MATINEE!

TO-DAY, AT 4.30 P.M.

Children under 12 years Half Price.

BOOKING OFFICE FOR SEATS:

ROBINSON PIANO CO.

Hongkong, 8th July, 1911. [889]

THEATRE ROYAL.

LECTURE

ON

CHRISTIAN SCIENCE

BY

W. D. McCrackan, M.A., C.S.B.

Member of the CHRISTIAN SCIENCE

BOARD OF LECTURESHIP.

BOSTON, U.S.A.

JULY 20TH, 1911, AT 6 P.M.

All are cordially invited.

Admission Free.

Hongkong, 7th July, 1911. [921]

PUBLIC COMPANY

HUMPHREYS ESTATE & FINANCE

COMPANY, LTD.

SHARE CERTIFICATES, Nos. 5248 and

5249 for One hundred and twenty-five

(125) Shares numbered 148,070 to 148,194 and

148,170 to 148,194 inclusive, fully paid-up,

standing in the Register in the name of NG

LI HENG, of Hongkong, having been Lost or

Destroyed, Notice is hereby given that unless

the said Certificate be produced at the Offices

of the Company, Alexandra Buildings, Des

Vaux Road Central, Hongkong, on or before the

28th day of July, 1911, New Certificates for the

said Shares will be issued and the Old Certi-

ficates will thereafter be held by the Company

as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 28th June, 1911. [887]

NOTICES OF FIRMS

NOTICE.

WE have authorized Mr. MAX STEGER

to Sign the name of our Firm.

REUTER, BROCKELMANN & Co.,

Hongkong and China, 1st July, 1911. [903]

NOTICE.

WE HAVE This Day Established

Ourselves at Hongkong and Canton

as General Import and Export Merchants.

CARL BODIKER & Co.,

Kommanditgesellschaft auf Aktien,

Hamburg.

Hongkong, 1st May, 1911. [915]

NOTICE.

NOTICE IS HEREBY GIVEN that the

Interest and Responsibility of Messrs.

ADOLF HEINRICH ERNST SCHULDT

and SHELTO SWART in the Firm of

SCHULDT & Co., in Hongkong and Canton,

has CEASED by mutual consent as from the

1st day of May, 1911, and that Mr. GEORG

WILHELM GUSTAV HARBING continues

the Business from that Date upon his own

account and upon his Sole Responsibility.

SCHULDT & Co.

Hongkong, 5th July, 1911. [916]

WANTED

WANTED IMMEDIATELY.

SHIP'S SURGEON.

Apply to—

ENG HOK FONG S.S. Co.,

37, Des Vaux Road Central.

Hongkong, 7th July, 1911. [917]

WANTED.

IN MERCHANT'S OFFICE, JUNIOR

CLERK, with Knowledge of Shorthand.

Britisher preferred.

Apply—

MERCHANT,

Care of "Daily Press" Office.

Hongkong, 7th July, 1911. [918]

WANTED.

AN INTELLIGENT STENOGRAPHER

and THOROUGH BOOKKEEPER,

with considerable experience of Commercial

Shipping and Banking Work, Wants Situation.

First Class references.

Apply to—

"SENSE,"

Care of "Daily Press" Office.

Hongkong, 7th July, 1911. [919]



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN 1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & Co., and from ALL WINE MERCHANTS.

DARLINGTON'S HANDBOOK.

"Sir Henry Ponsonby is commended by the Queen to thank Mr. Darlington for a copy of his Handbook."

"Nothing better could be wished for."—*British Weekly*.

"Far superior to ordinary guides."—*Daily Chronicle*.

Visitors to London should use

DARLINGTON'S

LONDON. "A brilliant book."—*The Times*.
 "Particularly good."—*Academy*.
 AND BY E. C. COOK and ENLARGED EDITION
 BY E. T. COOK, M.A. 5s.
 24 Maps and Plans.
 63 Illustrations.
 10 Maps 5s.
 NORTH WALES. 10 Maps 5s.

DEVON AND CORNWALL

80 Illustrations.
 12 Maps; 5s.
 Visitors to Brighton, Hove, Hastings, Bournemouth, Wye Valley, Severn Valley, Bath, Weston-super-mare, Malvern, Hereford, Worcester, Gloucester, Llandudno, Walsley, Llangollen, Aberystwyth, Towy, Carmarthen, Dolgellau, Harlech, Oriskany, Penrhyn, Llandudno, Llandudno, Isle of Wight and Channel Islands should read DARLINGTON'S HANDBOOKS. 1s. each.
 14. THE HOTELS OF THE WORLD
 A Handbook to the leading Hotels throughout the World.

LANGOLLEN: DARLINGTON & Co. LONDON: SIMPKIN & Co.



MITSUBISHI GOSHI-KWAISHA

(MITSUBISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI, KANADA, YOSHINOTANI, OJO, KANADA, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA.

Collieries. SOLE AGENTS FOR KISHIDAKE Coals.

HEAD OFFICE: MARUNOUCHI, TOKYO.

BRANCH OFFICES: NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

able addresses for above: "IWASAKI" A. I. ABC 5th Ed., Western Union

AGENTS: KOHAMA: M. ASADA, Esq. NINGPO: Messrs. GRABING & Co. NINGPO: Messrs. GRABING & Co. SINGAPORE: Messrs. BERNER & Co., Ltd.

Particulars apply to

Y. SHIBUYA, Manager, No. 2, Polder Street, Hongkong.

Hongkong, 12th May, 1911. 1656

ON SALE.

A TABLE OF THE RATES OF EXCHANGE

AT HONGKONG FOR

AND DRAFTS ON BOMBAY

Following the Departure of the Mails from the Year of the Closing of the Mints to the Free Coinage of

FROM 1893 TO 1909;

ALSO FOR SOVEREIGNS, GOLD

AND BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1 Cash.

Obtainable at the "DAILY PRESS" Office, or from all Bookellers.

Lemco

Lemco is a gold in out-of-the-way corners of the earth. In cooking, Lemco makes the plainest fare palatable and nourishing; in sickness, Lemco provides a strengthening easily-digested food of utmost value. Lemco is highly concentrated pure fresh beef. No preservatives, yet, where fresh meat goes bad at once, Lemco keeps absolutely good. No other Beef Extract is so reliable as Lemco—no other so delicious or strong. The purity of every ounce is guaranteed.

Opinion about Lemco:—
 "As Medical Missionary in India, I frequently used Lemco as a Tonic. We always have it in our dispensaries out here."—India.

Lemco, 4, Lloyd's Avenue, London, E.C.

306-1

MELTONIAN PASTE

The World's Best Polish

FOR CLEANING AND POLISHING

BOX CASE GLASS KILN

FOR CLEANING AND POLISHING

BOX CASE GLASS KILN

FOR CLEANING AND POLISHING

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THE HOUSE OF PENDREAR.

(BY MILDRED WILCOX.)

CHAPTER XIII.

The forest of Soignees is always beautiful, either when its trees are clothed with summer verdure or when their bare branches stand out in wind-fancied shapes against the wintry sky. But in the Spring-time it is at its best, when the fresh green whistles gently through the trees, when the cuckoo and the nightingale sing of coming summer; when each leaf, shyly responding to the wooing of the sun, dons its gown of tender green; and the ground is one snowy carpet of anemones.

Olivia Davenant knew the forest in its varying moods; in its sunshine and in its shade, and she loved it at all times; but most of all upon a bright May morning.

Upon the death of her father, she had obtained a post as governess to the only child of wealthy parents and in the course of years had become like an adopted daughter. She had the grey-blue eyes and fair skin of the Davenants, but she was built in a more fragile, dainty mould; her coloring was more delicate, her features more regular; she was, as Agatha declared, "the beauty of the family."

A great deal of time was spent abroad, for the Graton family were fond of travelling. The villa at Arceneval was their own; situated in the heart of the country and yet within half an hour's ride from Brussels. It was an ideal spot for a country residence. For some half-dozen miles or so the forest extended towards the city, in the other direction it merged into Hoveler, a little village given up to the cultivation of the grape.

"Bel Air" was situated just off the high road, and every afternoon Olivia Davenant and her pupil took their books into the forest, where under the shadow of the trees they were peacefully hidden. From their retreat they could see the winding road, the sturdy Flemish peasants, groups of laughing children; now and then a solitary cyclist or a snorting motor car venturing its way to La Hulpe.

"I hate motors—When I am not in them, don't you, Miss Davenant?" asked Edith Graton. "They always seem so dreadfully angry. Just look at that crowd of dust, it has almost hidden that man on his bicycle. I would like to have a bicycle ride, will you come too?"

Olivia did not feel inclined.

So Edith rode off by herself and now and again passed and re-passed the spot below which her governess was sitting.

"Be careful," called Olivia once. "There is a motor coming."

Edith called back a gay retort and steered cleverly out of the way into the middle of the road, but the receding cloud of dust hid her for the minute, blinded the child's eyes, and before she knew it, a second car was bearing down upon her.

Then as she realized her danger she swerved towards the motor the next moment she would have been beneath it. For one instant Olivia shut her eyes in an agony of fear; she opened them to see the car drawn up, throbbing and palpitating still, a little white heap on the wayside and a dark object lying in the middle of the road.

Like lightning she sped over the ground and took that white heap into her arms.

"Are you hurt?" she cried.

Edith recovered her scattered senses. "A man picked me up and threw me out of the way," she said. "I'm dreadfully jolted up." Then, as her glance fell on the prostrate figure on the road, she began to cry.

"Oh! Avie, I believe he's killed instead of me."

By this time a little crowd had gathered, through which Mrs. Graton was rapidly making her way. A doctor, too, had been summoned and enquired to what house the young man could be taken. "To mine, of course," said Mrs. Graton. "Olivia, will you show the way? I will go on and get everything prepared."

It was a slow journey and one that Olivia never forgot.

The pale face with its regular features, the long dark lashes lying still upon his cheek seemed to burn itself upon her brain.

"If I had only gone with Edith this might not have happened," she thought, with self-reproach, as they awaited the doctor's verdict. "If he dies I shall have killed him."

"Nonsense, my dear, you must not blame yourself," said Mrs. Graton, kindly. "And why look at the very darkest side? He may not die."

"Die, certainly not," said the doctor, entering at this moment. "It is a serious case of concussion and I warn you that there is a long illness ahead, but there is every reason to hope that we shall pull your daughter's gallant rescuer through all right in the end."

"I will do my best to repay him," said Mrs. Graton earnestly, and in the weeks that followed she was as good as her word. The young man's recovery was very slow. For days he hovered between life and death, but his hopes were justified. One day while Olivia was taking her turn at watching the sick man, he opened his eyes and fixed them on her face.

"I feel awfully tired and my head aches," he said. "His voice though very weak was perfectly natural. 'I think I shall go to sleep.'"

That was the beginning of his recovery; every day he grew stronger and took a greater interest in life; but he never asked any questions or showed surprise at his surroundings.

"This is a very pretty room," he remarked one day as he gazed from his cot into the forest which his window overlooked. "And what a pretty garden!"

"That is the forest of Soignees, where you were knocked down by the motor. Don't you remember?"

The young man shook his head. "I don't know what you mean," he said. "Whereupon Mrs. Graton brought Edith to his side."

"This is my little girl, whose life you saved. Don't you remember her?"

"No, I know nothing about it."

"His memory will come back by degrees," said the doctor hopefully, but the days lengthened into weeks and still his patient showed no recollection of past events.

"My name?" he said, in answer to the question. "I really have not the slightest idea. You may call me what you like."

So it was settled that he was to be known as Percival Forest. And he was as satisfied with his new name as he was with his surroundings.

He was quite content to spend long, idle days upon his sofa, or, as he progressed, lying under the leafy trees. He seemed to have no curiosity as to his past or anxiety about his future. Enquiries were made, advertisements issued, but to no avail. Edith's gallant rescuer had apparently dropped from the clouds.

One day Mr. Graton brought back to lunch a medical acquaintance whom he had met in Brussels.

He stared for some time at Percival Forest and at length apologised for his rudeness.

"Please excuse me," he said, "but you do so remind me of someone I once saw; you are his living image."

Mrs. Graton was immediately on the alert. "Might we enquire of whom? And when you saw him last?"

"His name was Smith," was the reply. "Smith—of London; that is all that I can tell you. When last I saw him he was lying in his coffin."

CHAPTER XIV.

"Do put that work away. I am sure it is too hot for so much energy. Can't you be idle for once?"

Olivia Davenant laughed and let the square of silk she was embroidering fall on to her lap. She was sitting in a canopy chair under the shade of the trees; young Forest stretched upon the leafy carpet at her feet, while Edith was curled up with her book upon a fallen branch.

"I am often idle," replied Olivia, in response to the young man's remark. "You should see my sister Agatha; she has always been the busy one."

"I would sooner see you," declared young Forest, boldly, and indeed in her soft womanly dress, with the sunlight deepening her fair hair to molten gold, Olivia Davenant made a picture at which any young man might like to look, and look again.

"Nonsense!" she said, with a gentle attempt at a snub. "It is foolish to say such things; you don't know what Agatha is like."

"Perhaps I may have seen her in the prehistoric days—when I was someone else, not Percival Forest—"

"Is your memory coming back at all?" she asked sympathetically.

"Yes, every now and then a light breaks in upon my brain, but it fades again so soon. The only things I have any clear recollection of is the sea; sometimes I seem to hear it rolling in my sleep as I fancy I used to hear it as a child. That must be memory, because there is no sea here. Don't you think that is a hopeful sign?"

"I am sure it is," replied Olivia; not because she knew anything about it, but because she wished to comfort him.

"What is the last thing you can remember before the accident?" suddenly put in Edith, with a child's love of detail. "Do you remember the motor car?"

"Nothing at all. The first thing I can remember is waking to hear the songs of the birds, and to see what I thought was an angel at my side."

"Angels have wings," remarked Edith. "And Avie has not."

"I had forgotten about the wings," explained the young man, "and you see your 'Avie' was more like an angel than anything I had ever seen."

"Don't think you know anything at all about angels," declared Edith, severely.

"I am sure, he does not," laughed Olivia, but the colour deepened in her cheek. She had an idea that Agatha would have advised her to put a stop to this conversation and would have considered it great waste of time to lean back in a chair doing nothing but enjoy the sunshine and incidentally the company of this equally idle young man. She said something of the kind to Forest.

"Nonsense," he said, laughing. "No such thing. I used and still do like to hear and notice the trees; their varying shape and colour; to watch the sun making its way right along the heavens and casting its lengthening shadows? Why? Simply to be in the midst of so much light and beauty is an education in itself. There is a lot to be said in favour of what you call idleness."

"It is a pity Avie does not give you lessons, Mr. Forest," put in Edith.

"I should like nothing better," he answered. "I would like to learn anything. Miss Davenant could teach me, though," he added softly as he passed Olivia's chair. "There is one thing I would like to try and teach you—one day."

The girl bent her head, but did not reply. "Miss Davenant has been giving me a lecture on idleness," he informed Mrs. Graton, whom he had advanced to meet.

"Seriously," he added, dropping his laughing tone. "I really ought now to get some work. I have been trespassing on your kindness too long."

Mrs. Graton's glance travelled towards her little daughter.

"She might not be here now had it not been for you," she said. "There can never be any question of your trespassing on our kindness. You are happy here?"

Forest's glance lingered on the golden head of Olivia Davenant.

"Quite happy," he said.

Mrs. Graton caught the glance and wondered if she should have checked the growing intimacy. Personally apart from a mother's passionate gratitude towards the preserver of her child, she was much drawn to young Forest; but after all what did she know of him?

Forest's eyes met hers, and with quick intuition he divined her thought.

"You are thinking that I have nothing to offer her, not even my own name? It is true; I have not. What am I? A homeless nobody? The only thing is that I love her."

He smiled, then, a whimsical smile chasing the gloom from his face, he said, "Why, for all I know, I may have left a widow and two children to lament my disappearance."

Mrs. Graton could not help laughing at his rueful expression.

"I can't imagine you as a father of a family. But I certainly think while your identity is so obscure, you have no right to speak to Olivia."

"You think that I must wait until my memory returns?"

"I am sure that is the most honourable course." "I am a bad hand at waiting," he said dolefully. "But it is only fair to Olivia. I would do anything for her."

Mrs. Graton smiled her approval.

"We must trust," she said, "that there is nothing in your past that would prevent you from asking Olivia to be your wife."

"And meanwhile there is no one else?"

"I suppose, under the circumstances, I must confess that question? There is no one else as far as I know. Olivia has always been a very frank with me. You have nothing to fear in that respect. You have only to wait; perhaps not as long as you think. My husband wishes me all to go to London shortly; there is more chance there of your running up against someone you know."

(To be Continued.)

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Hongkong, 6th February, 1911.

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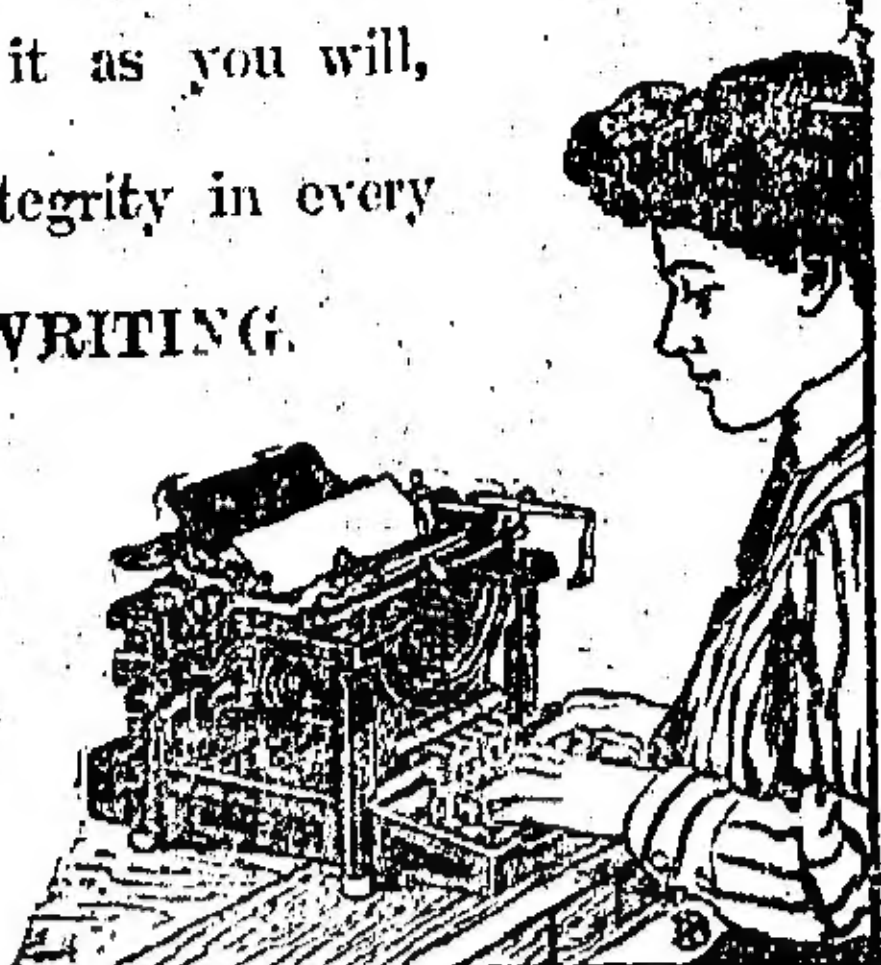
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BRITISH

laerity, despatch-boat, 700 tons, 4 guns, 2,000
i.h.p., Comdr. A. Lowndes, Weihaiwei.
atras, 2nd class cruiser, 4,360 tons, 10 guns,
7,000 i.h.p., Captain E. B. Kiddle,
Weihaiwei.
atlas, admiralty tug, 515 tons, 1,400 i.h.p.,
Master C. West, Hongkong.
ramble, gunboat, 710 tons, 900 i.h.p., Lieut.
Comdr. B. G. Washington, Shanghai.
trident, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. J. M. Barker, Shanghai.
cadmus, British sloop, 1,070 tons, i.h.p. 1,400,
i.d., Comdr. H. Lynes, Shanghai.
horub, water tank and tug, 390 tons, i.h.p. 340,
Master W. Smith, Hongkong.
elio, British sloop, 1,070 tons, i.h.p. 1,400,
Comdr. H. K. Venet, Shanghai.
destroyer, 340 tons.

guns, 5,700 i.l.b.p., Lt.-Comdr. H. S. Monroe, Weihaiwei.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.l.b.p., Captain J. Nicholas, Weihaiwei.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 2,000 h.p., Lieut.-Comdr. Hoa, Guy Stopford, Hongkong.

Art, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lt.-Comdr. Hoa, Guy Stopford, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. M. B. R. Blackwood, Weihaiwei.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.l.b.p. 22,000, Capt. S. St. J. Fargus, cruising.

Kinsha, river gunboat, 616 tons, i.l.b.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Yangtze.

Minerva, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Commr. B. O. M. Davy, Sandakan.

Viceroy, armoured cruiser (flagship Vice-Admiral Sir A. L. Winstole, K.C.I., C.V.O., C.M.G.), 14,600 tons, i.l.b.p. 27,000, Capt. G. C. Cayley, Nagasaki.

Memmouth, armoured cruiser, 9,800 tons, 14 guns, 22,000, Captain L. E. Power, M.V.O., en route Weihaiwei.

Moorea, river gunboat, 180 tons, 2 guns, i.l.b.p. 800, Lieut.-Comdr. G. P. Lester, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine, Captain George P. E. Hunt, D.S.B., en route to Weihaiwei about 8th.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Claude Hillersdon-Woodward, R.N., Yangtze.

Other, torpedo-boat destroyer, 385 tons, 6 guns, 6,500 h.p., Comdr. Lambe, Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Cosmo A. O. Douglas, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. J. South, West River.

Suipa, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.

Taku, torpedo boat destroyer, 305 tons, 14 guns, 6,000, Gunner E. J. Trillo, R.N., Hongkong.

Tamar, receiving ship, 4,650 tons, 5 guns, Comdr. Eyres, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut.-Comdr. R. J. Buchanan, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. M. B. Baillie-Hamilton, Hongkong.

Virego, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.l.b.p., Lieut.-Comdr. Harold D. Allen, Hall, Weihaiwei.

Wing, river gunboat, 520 tons, 450 h.p.,

Waterwren, surveying, 500 lbs. Hancock, Poonoy
Lient.-Comdr. H. L. Hancock, Poonoy
Whiting, torpedo-bust destroyer, 360 tons,
guns, 5,900 lbs., Lient.-Comdr. G.
Hardford, Weibeler.
Widgeon, gunboat, 95 tons, 2 guns, 800
Lt.-Comdr. M. H. Wilding, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550
Lient.-Comdr. B. R. Brooke, Yangtze
dark, gunboat, 150 tons, 2 guns, 550
Woo Lient.-Comdr. G. F. A. Mulock, Yangtze

AUSTRIAN.

Kaiserin Elisabeth, Austrian protected ton
4,000, Frogatekspitala Oskar II
Northern Waters
Panther, third class cruiser, 1,530 tons,
gatienkspitala, Theodor Skerl Edl.
Schmidheim

FRENCH;
Adrien, armoured gunboat, 1,830 tons, 9
 1,700 h.p., Lieut. Bertrand, Saigon
Alger, 2nd class cruiser, 4,320 tons, 22
 5,100 h.p., Commander Bonnier, Haiphong
Alouette, gunboat, 598 tons, 7 guns, 40
 Commander Eutin, Saigon
Argus, river gunboat, 180 tons, 6 guns, 570
 Lieut. Alouard,
Balconette, gunboat.
Cimeterre, gunboat, 140 tons, Reserve, Sai
Carondelet, gunboat, 124 tons, Reserve, Sai
Décidé, gunboat, 630 tons. 10 guns, 900
 Lieut. de Linares, Shanghai
Dupleix, armoured cruiser, 7,578 tons, 23 g
 17,000 h.p.
Desaix, armoured cruiser, 7,57 8 tons, 23 g
 17,000 h.p.
D'Therville, gunboat
Estor, gunboat, 141 tons, Reserve, Haiphong
Esturgeon, sub-marine, 70 tons, 60 h.p., L
 Combet, Saigon
Frondo, destroyer, 300 tons, 7 guns, 6,300
 Saigon
Henri Rivière, river gunboat, 150 tons, 6
 152 h.p., Haiphong
Lynx, sub-marine, 70 tons, 60 h.p., Lieut. M
 Saigon
Montcalm, armoured cruiser, (Rearship)
 tons, 38 guns, 19,600 h.p., Rear Adm
 de la Croix de Castries (Commande
 Chief
Manche, surveying-ship, 1,625 tons, 10
 800 h.p., Commander Ragot de la To
 Saigon
Menquet, destroyer, 300 tons, 7 guns, 6
 h.p., Commander de la Roche Kerand

Saigon
Olry, river gunboat, 170 tons, 6 guns, 500
Lieut. de Madragaillo, Upper Yangtze
Pelle, river gunboat, 130 tons, 4 guns, 280
Lieut. Fueoh, Tongku
Perle, sub-marine, 70 tons, 60 h.p., Lieut. 1
nier, Saigon
Pistolet, destroyer, 300 tons, 7 guns, 7,000
Commander Mortelot, Hongay
Pro, sub-marine, 70 tons, 60 h.p., 1
Morris, Saigon
Redoutable, battleship (reserve), 9,330
37 guns, 6,200 h.p., Capt. Drouot, Saigon
Styx, armoured gunboat, 500 tons, 8
1,600 h.p., Lieut. Pistolet, Saigon
Talon, destroyer, 280 tons, 6 guns, 6,500
In Reserve, Saigon
Vanban, torpedo-depot, Commander Mortelot
Hongay
Vétéran, torpedo-depot, Lieut. Bichel,
Saint-Jacques
Vigilante, river gunboat, 180 tons, 6 guns, 1
Lieut. Dumonlin, Sikiang

Share 21. Calls paid up are:-		Malayan Companies	
15/	paid	Alor-Pongsu ...	...
fy.	"	Anglo-Johore ...	...
2/	fy.	Anglo-Malay ...	...
17/6	"	Batu ...	...
fy.	"	Batang ...	...
fy.	"	Batu Caves ...	...
18/	"	Batu Kawan ...	...
fy.	"	Batu Tiga ...	...
2/1/	"	Berangas Selangor ...	...
15/	"	Bernam Perak ...	...
fy.	"	Do. Ordinary ...	...
12/8	"	Bidor ...	...
2/	fy.	Bhanda Selangor ...	...
2/	fy.	Bukit Ciah ...	...
15/	"	Bukit Kajang ...	...
2/	fy.	Bukit Mertajam ...	...
Options	"	Bukit Rajah ...	...
fy. paid	"	Bukit Selangor ...	...
2/9/	"	Castlefield ...	...
fy.	"	Changkat Salak R. and Tin.	...
8/	"	Cherzozeso ...	...
2/	fy.	Chervie ...	...
6/	"	Chioa Rahber ...	...
1/16	"	Cleoly Ordinary ...	...
2/	fy.	Do. Preferred ...	...
2/	fy.	Consol. Malay ...	...
fy.	"	Damansara ...	...
fy.	"	Denniswain ...	...
2/	fy.	Enbuh. Selangor ...	...
fy.	"	Fed. Selangor ...	...
1/18	"	Gua Kee R. Est. ...	...
15/	"	Garing (Malacca) ...	...
fy.	"	Goldenia ...	...
fy.	"	Golconda Hope ...	...
21	fy.	Gula-Kalampong ...	...
fy.	"	H. and Lowlands ...	...
15/	"	Inch Kenneth ...	...
10/	"	Johore Para ...	...
12/6	"	Johore R. Lands ...	...
fy.	"	Jong-Lendor ...	...
17/6	"	Jugra (Ordinary) ...	...
2	fy.	Juru Estates ...	...
2/1/	"	K'pong Kuantan ...	...
2/	fy.	Kamunting "A" ...	...
fy.	"	Do. "B" ...	...
fy.	"	Kapar Para ...	...
fy.	"	Kellas ...	...
fy.	"	Kepong ...	...
7/6	"	Killinghall ...	...
fy.	"	Kinta-Kall ...	...
2/1/	"	Klanang ...	...
2/1/	"	Klian-Kellas ...	...
10/	"	Kota Tinggi ...	...
fy.	"	Khotan Tampan ...	...
15/	"	Krubong ...	...
fy.	"	Kuala Klang ...	...
fy.	"	Kuala Lumpur ...	...
2/	fy.	Kuala Pah ...	...
2/	fy.	Kuala Selangor ...	...
fy.	"	Labu ...	...
15/	"	Landron ...	...
7/6	"	Ledbury ...	...
2	15/	Lendu ...	...
2/	fy.	Linggi ...	...
2/	fy.	London Asiatic ...	...
13/	"	Lumut Est. ...	...
2/	fy.	Madingley Est. ...	...
fy.	"	Malacca 74 1/2 Cum. Partici ...	...
		anting Est.	...

GREENLAND.

Arcona, cruiser, 2,719 tons, Captain von Hippel.

Amoy

Ulla, gunboat, 1,000 tons, 16 guns, h.p.

Capitaine Lais

Jagner, gunboat, 890 tons, 10 guns, 1,300 h.p.

Captain Graf von Pesadow-Wehner

Leipzig, cruiser, Captain Engel

Luchs, gunboat 850 tons, 10 guns, 1,344 h.p.

Capitaine Hölken

Soharatorst, armored cruiser (flagship)

1,420 tons, 52 guns, 26,000 h.p., Kapitän

Zur See Mass

Taken, destroyer, 280 tons, 4 guns, and 2 torpedoes, 6,000 h.p., Kommandant Kolb

(Hase) Bertram

Torpedo boat "Sigs," Kapitän Leut. Herden

Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p.

Captain V. Koles
Tingtau, gunboat, 170 tons, 5 guns, 1,300 h.p.
guns
Waterland, gunboat, — tons, 3 guns, 500 h.p.
h.p.
Captain Toussaint
ITALIAN.
Calabria, protected cruiser 2,423 tons, 26 guns,
4,000 h.p., Capitano Maria Casanova
Jerrech
Faglia, protected cruiser 2,498 tons, 26 guns,
7,000 h.p., Capitano Gsasi Vicoletti Mar-
chesi Lorenzo
PORTUGUESE
Patria, gunboat, 700 tons, Captain J. Afrezo
UNITED STATES.
Albany, cruiser, 3,000 tons, C. S. Williams.
Araya, gunboat, Lieut.-Comdr, Matt B. Sig-
Bainbridge, destroyer, 7 guns and 3 torpe-
tubes Ensign Lloyd W. Townsend
Barry, destroyer, 420 tons, Ens. Edmund
Root
Callao, gunboat, 243 tons, Ens. J. B. Marriso
Cleburne, —, 3,300 tons, Comdr.
Hugh Rodman, Shanghai
Charleston, battle ship (flagship), 9,700 tons,
58 guns, 21,000 h.p., Comdr. John H.
Gibbins Shanghai
Chattanooga, cruiser, 3,200 tons, Command-
John D. MacDonald, Shanghai
Chauncey, destroyer, 420 tons, Ens. J. M.
McNair
Dala, destroyer, 420 tons, Lieut. Herbert E.
Deaver, cruiser, 3,200 tons, Comdr. Edward L.
Capehart, Shanghai
Denver, cruiser, 3,200 tons, Command-
John A. Hoegewerf, Manila
Helenia gunboat, 1,392 tons, Comdr. Reuben
O. Bitter, Shanghai
Mindoro, gunboat, Lieut. George M. Baum

h. p.	Mohican (station ship, Commander G. A. Salisbury)
h. p.	MonSally (station ship, 4,900 tons, Lt. D. W. T. Olongapo)
h. p.	Nanahan, transport, 1,577 tons, W. D. Pardoe
h. p.	New Orleans, cruiser, 3,430 tons, Comdr. Rogers
h. p.	Wellies
h. p.	Nov. Ark. cruiser (flagship), Comdr. J. E. Jayne
eleven	Perang-yu, gunboat, Ensign Roy L. Lowman
tons	Pennsylvania, armored cruiser, 13,680 tons
guns	Capt. A. Ward
guns	Pompeo, collier, 1,950 tons, James D. Linett
h. p.	Porpoise, 125 tons, 150 h.p., E. A. Kanne
h. p.	Whiting
tenol.	Rainbow, cruiser, 6,026 tons Comdr. A. C. Stolt
h. p.	Samar, gunboat, Ensign W. C. I. Stiles
h. p.	Shark, 125 tons, 160 h.p. Ensign Theodore C. Stiles
Cap	Villalobos, gunboat, 370 tons, Lt. A. Andrews
h. p.	Wilmington, gunboat, 1,800. Comdr. G. A. Salisbury
	Hongkong

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.....	fy.	Morton &
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150.0	150%	14/ "	Narboron
.....	2/ fy.	North H
14.8.0	10%	fy.	Padang
.....	fy.	Pandan
6%	10	fy.	Patanding
.....	.....	fy.	Pelopah
.....	.....	10/ "	Peraak
.....	.....	12/6	Penciro
.....	.....	17/6	Prya
.....	.....	12/6	Racuan
.....	.....	fy.	Rembia
.....	.....	fy.	Rin
2-2.6	11½%	2/ fy.	R. Est.
.....	.....	15/ "	R. of Jac
2/7½	.....	fy.	Sagga...
.....	.....	fy.	Seafield
14.0.0	80%	2/ fy.	Selangor
.....	.....	£1 fy.	Selator
6.0.0	7½%	15/ "	Sempaya
.....	.....	16/ "	Sendayah
.....	.....	fy.	Seremban
.....	fy.	Serang
.....	2/ 1/ "	Shore
.....	fy.	Singap
.....	fy.	Singap
2.0.0	150%	fy.	Straits
2.0.0	163½%	2/ fy.	Strath
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5.15.0	75%	17/6	Sungei
.....	fy.	Sungei
11/½	90%	2/ fy.	Sungei
.....	30%	15/ "	Sungei
.....	12/6	Sungei
.....	fy.	Sungei
4.12.6	25%	10/ fy.	Sungei
5.15.0	40%	17/ "	Sungei
.....	6¼%	10/ ry.	Tangk
4.5.9	50%	10/ 7/6	Thred
11.10.0	25%	fy.	Trim
.....	.....	15/ "	Utd. S.
.....	.....	9/ fy.	Val d'
.....	25%	2/ fy.	Vallan
.....	.....	.....	True
3/3 pm	15%	.....	Anglo-
6/	.....	5/ paid	Ash
7.10.0	65%	10/ "	Easter
.....	7½%	Options	Mid-E
.....	.....	5/ pakl	Rubbis
.....	.....	10/ "	R. Sh
87½%	10	Options	Strait
.....	.....	10/ paid	India
.....	.....	15/ "	Java
.....	20%	fy.	Anglo
6.16.0	75%	fy. paid	Anglo
.....	.....	fy.	Bang
.....	.....	17/6	Bauat
11/2½	30%	12/6	Centa
.....	.....	6/ "	India
4.5.0	12½%	10/ 15/ "	Java
3.6.0	10%	fy.	Kima
1.11.6pm	17/6	Linga
.....	fy.	Mano
.....	fy.	Nirra
2.1.3	150%	10/ 1/6	Pont
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.....	10/ "	Unit
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PHILIPPINES**

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Peking	Soochow	Canton
Tientsin	Chinkiang	Whampoa
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Chinwangtao	Wuhu	Lappe
Tientsin	Kowkiang	Samsui
Anshun	Hankow	Kongmoon
Manchuria	Yehow	Nanning
Trade Centres	Shasi	Wuhowfu
Nevowwang	Ichang	Kwangshauwan
Dairen	Chuangking	Pakhoi
Port Arthur	Hanchow	Hoihow
Chefoo	Ningpo	Lungchow
Weihowai	Wanchow	Mingtso
Kiaochan	Soko	Hoko
Tsinifu	Poochow	Ssomao
Makdon	Amoy	
Shanghai	Swatow	

JAPAN AND FORMOSA		
Tokyo	Osaka	Keelung
Yokohama	Moji	Tainanfu
Hyogo	Nagasaki	Takow
Kobe	Hakodate	Amiping
Shimonosuki	Tamami	

EASTERN SIBERIA		
Vladivostock	Nicojewsk	

CHOSEN		
Seoul	Wonsan	Mokpo
		Chikpoo

Chemulpo	Fusan	
Kunsan	Yingyang	Songchin
HONGKONG AND ITS DEPENDENCIES.		
MACAO.		
FRENCH INDO-CHINA:		
Hanoi	Annam	Tonkine
Haiphong	Hue	Saigon
Tonkin Provinces	Quinhon	Cambodge
PHILIPPINES		
	Iloilo	Cebu
Manila	BORNEO	
Sarawak	Labuan	British N. Borneo
BANGKOK		
STRAITS SETTLEMENTS		
Singapore, Penang, Malacca, Prov. Wellesle		
MALAY STATES		
Johore	Sungei Ujong	Selangor
Pahang	Jelebu	Perak
NETHERLANDS INDIA		
Batavia	B Samarang	Padang
Buitenzorg	Sourabaya	Meassar
East Coast of Sumatra		

	& Co's Prices, May 31	Dividend
Ordinary	9.18.6
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Jawa	3/11
Jehore	32% 10
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Bahru
Choh	4.12.6	90% 10
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Liang
Salak	4.0.0	10% 13
Way	6.12.6	30% 10
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Straits R. T....	
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. M. & Trust.
, Ceylon, Horned, and Sumatra.		
-Java
an (Sumatra
yawan R.
Port
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n Peninsula
Amalgam
ulus
kon
chester
ula (Java)
Dank
etra Para	8/7	33% 10
etra Drops
ed Serdang	4.7.3	10% 10
Sumatra	6/54	20% 10

SALE.

& CHRONICLE 1911.

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MAP OF THE FAR EAST

PLAN OF YOKOHAMA

PLAN OF KOBE AND HYOGO

PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

PLAN OF TIENTSIN (KIAOCHOW)

PLAN OF FOREIGN CONCESSION, SHANGHAI

PLAN OF HONGKONG (SHANGHAI) with inset showing the Eastern Boundary

LARGE PLAN OF THE CITY OF VICTORIA

PLAN OF NEW TERRITORY (KOWLOON)

PLAN OF KOWLOON

PLAN OF MANILA

PLAN OF BANGKOK

PLAN OF SINGAPORE

PLAN OF BATAVIA

The CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Consular Chambers of Commerce, Statutes of Commissioners of Customs and Consular Agents, Hongkong Customs Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and

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LONDONMr. F. Algar, 11, Clement's L.

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SHIPPING

ARRIVALS.

CAPRI, Italian str., 2400, O. Figari, 6th July—Donkey 14th and Singapore 30th June.
General, British str., 2400, O. Figari, 6th July—Donkey 14th and Singapore 30th June.
DAI NIPON, Jap. str., 299, Y. Yamamoto, 7th July—Swatow 6th July, General—Osaka Shimon Kaido.
DELTA, British str., 4780, E. P. Martin, 8th July—Shanghai 4th July, Mails and General—P. & O. S. N. Co.
DEMBIGHSHIRE, British str., 2438, P. Cochran, 7th July—Swatow 6th July, General—P. & O. S. N. Co.
KAIPOUN, British str., 987, J. V. Sillford, 7th July—Manila 4th July, General—Butterfield & Swire.
LOCKE, German str., 102, W. Taubert, 7th July—Bamkok via Swatow 6th July, Rice—Butterfield & Swire.
MONGOLIA, American str., 8750, Henry B. Morton, 7th July—San Francisco 6th June, Mails, General and Freight—P. M. S. S. Co.
NARADOK, British str., 65, Davis, 7th July—Swatow 11th July.
PEKIN, German str., 1375, C. Gosewich, 7th July—Bamkok via Swatow 6th July, Rice—Butterfield & Swire.
QUINTA, German str., 900, Scholinger, 7th July—Bamkok via Swatow 6th July, Rice—Butterfield & Swire.
REMI, American str., 2737, S. A. Crosby, 7th July—Manila 4th July, Hong Kong, Sugar and Nuts—Shearman, Tomes & Co.
SEANG CHONG, British str., 3217, W. S. Jackson, 7th July—Singapore 2nd July, General—P. & O. S. N. Co.
SOUTH MAN, Japanese str., 1119, K. Sugawara, 7th July—Swatow 6th July, General—Osaka Shimon Kaido.
TAISUN, Chinese str., 7th July—Canton.
TRIMMER, German str., 769, Jacobson, 7th July—Haiphong and Hoihow 6th July, General—Butterfield & Swire.
WUHU, British str., 1227, Howard, 7th July—Chefoo 1st July, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 7th July.
Changsha, British str., for Australia.
Delta, British str., for Europe, &c.
Faust, British str., for Australia.
Jenpan, British str., for Shanghai.
Japan, British str., for Singapore.
Leoni, British str., for Singapore.
Wonghai, German str., for Bangkok.
Yamaguchi, British str., for Manila.

DEPARTURES.

7th July.
ANNU, British str., for Shanghai.
CHIPPING, British str., for Canton.
CHOWAI, German str., for Hoihow.
HAITAN, British str., for Swatow.
HANYANG, British str., for Port Courtet.
HONGKONG, Japanese str., for Port Courtet.
NIKKO, Japanese str., for Australia.
TUNGSHAN, British str., for Hoihow.

PASSENGERS.

ARRIVED.
 Per **Rubi**, from Manila, B. J. West.
 Per **Delta**, from Hongkong, from Kobe, Mr. W. Smith and Miss L. R. Glean; from Shanghai, Mr. Martin, Mrs. Orlow, Miss E. J. Clarke, Master Christopher, Mr. C. S. Turner, from Yokohama, from Colombo, Miss Martley, from Ghibralta, Miss Edith Biddle, for Marcelline, Mr. Dawaok, for London, Mr. A. A. Daddio, from Kobe, from Singapore, Mr. T. H. Johnson, from Shanghai, for Singapore, Mr. T. H. Johnson, for Marcelline, Brother Coleman and Brother Pualal; for London, Mr. S. A. Sterling, Mr. E. A. Shaw and Mr. T. Jones.
 Per **Mongolia**, from San Francisco, &c., Mr. H. Bradsheer, Mrs. L. Correll, Miss Frances Carl, Mr. and Mrs. Chas. E. Fee, Mr. J. R. Mies, Mr. Fee, Miss E. Fee, Mr. and Mrs. J. R. Gilbert, Mr. and Mrs. J. V. Hitchcock, Miss V. K. King, Miss E. M. Lee, Mr. F. S. Divala, Miss E. M. Parry, Miss E. L. Peck, Dr. R. L. Shanklin, Dr. W. C. Wernuth, Mr. Wm. A. Wilson, Father E. W. Fowler, Miss J. E. Capwell, Mrs. G. Bennett, Mrs. H. W. Cork, Miss M. Butters, Lt. and Mrs. T. N. Gionerlin and wife, Mr. J. Hutchenson, Mr. I. S. Hutchenson, Miss K. Hutchenson, Mr. H. E. Morris, Mr. C. T. Hermann, Mr. and Mrs. C. Piper, Mr. and Mrs. F. J. Thompson, Mr. J. L. Lewis and child, Mr. M. J. Thompson, Mr. R. J. Tobin, Dr. H. Odell, Mr. E. H. Wagner, Mr. F. J. Halton, and Mrs. M. D. Pease.
 DEPARTED.
 Per **Haitan**, for Swatow, Mr. Chowson and Sister Odilo; for Amoy, Mr. Butterfield; for Foochow, Rev. H. O. Spinks.
 Per **Nikko**, for Australia, Mr. and Mrs. Jansen, Mr. A. Gomes, Mr. H. Brown, Mr. W. T. Fenn, Miss Wilkin, Mrs. Bonto, Mr. M. Kruger, Messrs. Raphael (2), Mrs. Sparburg, Rev. J. F. Johnson, Mrs. Gaulty, Mr. House, Mr. F. Friend, Capt. and Mrs. Lopez, Miss Johnston, Mr. and Mrs. And, Mr. Lopez, Miss Johnston, Miss Pritchard, Mrs. Bowler, Mrs. A. J. de Souza, Mr. McCullagh, Mr. Denning, Mr. Nishiwaki, Mr. Jansen, Mrs. Grieve, two children and two servants, Dr. Y. Ford, Mr. Morran, Mrs. Connor, Dr. M. J. Savage, Mr. McHugh, Mrs. Ramsey, Rev. Felix Carera, Rev. Antonio Lopez, Mr. R. Subaki, Mr. Tolley, Mr. Minton, Mrs. McEerren, Mrs. Reid, Mr. and Mrs. Leffort Knox and servant, Miss Knock, Mrs. Kabin, Miss Rawlings, Mr. Kogio, Mr. Satow, Mr. Shirai, Mr. Ernest Cox, Mr. Leo Higgins, Mr. and Mrs. G. H. King.

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THE Steamship
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 Captain A. Stewart, will be despatched for the above Ports TO-DAY, the 8th inst., at Noon.
 For Freight or Passage, apply to **DAVID SASSOON & Co., Ltd.**, Agents.
 Hongkong, 6th July, 1911. [910]

FOR SINGAPORE, PENANG AND CALCUTTA.
 (Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship
"CATHERINE APCAR"
 Captain L. C. Townsend, will be despatched for the above Ports on TUESDAY, the 11th inst., at Noon.
 For Freight or Passage, apply to **DAVID SASSOON & Co., Ltd.**, Agents.
 Hongkong, 6th July, 1911. [911]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS			
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DEPART.
LONDON, &c., via USUAL PORTS OF CALL	DELTA	Brit. str.	—
LONDON & ANTWERP via SINGAPORE, &c.	NUBIA	Brit. str.	—
LONDON & ANTWERP	DEMBIGHSHIRE	Brit. str.	—
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRASLIA	Ger. str.	k. w.
ROTTERDAM & HAMBURG via STRAITS, &c.	SEGOWIA	Ger. str.	k. w.
HAMBURG & ANTWERP via STRAITS, &c.	SARONIA	Ger. str.	k. w.
HAYRE, BREMEN & HAMBURG, &c.	SPZIA	Ger. str.	k. w.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HITACHI MARU	Jap. str.	—
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—
MARSEILLES, HAYRE & HAMBURG, &c.	SILVIA	Ger. str.	k. w.
NAPLES, GENOA, ALGIER, GIBRALTAR, &c.	YOECK	Ger. str.	—
TRIESTE, &c., via SINGAPORE, &c.	SURUGA	Brit. str.	—
NEW YORK	INTERLYDE	Am. str.	—
NEW YORK via PORTS & SUEZ CANAL	LOVAT	Brit. str.	—
BOSTON & NEW YORK	EMPEROR OF JAPAN	Brit. str.	1 m.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR	Brit. str.	—
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	MONTEAGLE	Brit. str.	2 m.
VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN	CHICAGO MARU	Jap. str.	—
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	TAMBA MARU	Jap. str.	—
VICTORIA, B.C. & TACOMA via KEELUNG, S'hai, &c.	CANDIA MARU	Jap. str.	—
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	AWA MARU	Jap. str.	—
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	—
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	AMERICA MARU	Jap. str.	—
PORTLAND via JAPAN	PERBIA	Brit. str.	—
AUSTRALIAN PORTS via MANILA	HERCULES	Nor. str.	1 m.
ALBANY, RAILLON PORTS via MANILA	FRANCOIS	Brit. str.	1 m.
ATLANTIC PORTS via MANILA	PRINCE SIGISMUND	Ger. str.	—
ATLANTIC PORTS via MANILA	KUMANO MARU	Jap. str.	—
KORE & YOKOHAMA	YAWATA MARU	Jap. str.	—
KORE & YOKOHAMA	HIKARI MARU	Jap. str.	—
MEXICAN, PERUVIAN & CHILEAN & JAPAN	YAWATA MARU	Jap. str.	—
BEIRA, DELAGOA BAY, DURBAN, &c.	KIYO MARU	Jap. str.	—
DELAGOA BAY, DURBAN, EAST LONDON, &c.	KATANGA	Brit. str.	—
TIENTSIN via WATOW, TSINGTAU & CHEFOO	BARON ANDROSSAN	Ger. str.	—
WEIHAIWEI, CHEFOO & TIENTSIN	CHISHIRO	Brit. str.	—
SHANGHAI	HUICHOW	Brit. str.	1 m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DELHI	Brit. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	LUFTOW	Ger. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	NORSE	Brit. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHOYKANG	Brit. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	LIHAN	Brit. str.	1 m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KUTSANG	Brit. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHINJUA	Brit. str.	1 m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SILBIA	Ger. str.	k. w.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TOMA MARU	Jap. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	SOOTRA	Brit. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	AMBA	Ger. str.	k. w.
SHANGHAI, MOJI, KOBE & YOKOHAMA	EDDO	Swed. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	TIBODA	Dut. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	SOMU MARU	Jap. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	DAIKIN MARU	Jap. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAITAN	Brit. str.	2 h.
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAICHO	Brit. str.	2 h.
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAITAN	Brit. str.	2 h.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SINGAN	Brit. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	YUENKANG	Brit. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	RUBI	Am. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	KATANGA	Brit. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	ZAFIRO	Am. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	MAUSANG	Brit. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	BORNEO	Ger. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	BOMBAY MARU	Jap. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	CAPRI	Ital. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	JAPAN	Brit. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	CATHERINE APCAR	Brit. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAISANG	Brit. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	TUTANG	Dut. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	SI-KIANG	Fren. str.	—

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"EMPRESS OF INDIA" Sat., 2nd Sept.	"ALLEN LINE" FRIDAY, 29th Sept.
"MONTEAGLE" TUESDAY, 12th Sept.	
"EMPRESS OF JAPAN" Sat., 23rd Sept.	"EMPRESS OF IRELAND" Fri., 20th Oct.
"EMPRESS OF CHINA" Sat., 14th Oct.	"ALLEN LINE" FRIDAY, 10th Nov.

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IN CONNECTION WITH

OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

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STEAMSHIP	TONS	CAPTAIN	TO SAIL
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Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON,
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NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL

LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"YORK"	17,000	{Wedday, 12th July, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUTZOW"	17,000	{About 12th July.
MANILA, YAP, ANGAUR, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	6,000	{Saturday, 15th July, at 4 P.M.
KUDAT and SANDAKAN	"BORNEO"	5,050	{Middle of July.

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For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

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GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 29th June, 1911.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 10th July, 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 20th July, 4 P.M.

For Freight or Passage, apply to **SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co.** [13]
 Hongkong, 1st July, 1911.

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THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA Ports.

THE Steamship

"DELTA,"
 Captain E. P. Martin, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, TO-DAY, the 8th July, 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MAEBORE," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "Elovi," due in London on the 20th August, 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to **E. A. HEWETT,** Superintendent, Hongkong, 26th June, 1911. [1]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE"
 Captain Cochran, will be despatched as above TO-DAY, the 8th July.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd., Agents.**
 Hongkong, 5th July, 1911. [850]

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT MALABAR COAST.
 PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
 S.S. "LOVAT" ... On or about 8th July.

FOR NEW YORK.
 S.S. "SURUGA" ... On or about 14th July.
 For Freight and further information, apply to **DODWELL & Co., Ltd., Agents.**
 Hongkong, 6th July, 1911. [822]

SOCIETA NAZIONALE DI SERVIZI MARITIMI.

STEAM FOR BOMBAY.
 VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Anvers and Malaga.)

THE Steamship

"CAPRI,"
 Captain Figari, will be despatched as above on WEDNESDAY, the 12th July, at Noon.
 For further particulars regarding Freight and Passage, apply to **CARLOWITZ & Co., Agents.**
 Hongkong, 8th July, 1911. [4]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE (Direct).
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
 Taking Cargo at through rates to the Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Company's Steamship

"PERBIA,"
 Capt. Chinnak, will be despatched as above on SATURDAY, 22nd July, at Noon.
 This steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess.
 For information as to Passage and Freight apply to **SANDER, WIELER & Co., Agents.**
 Hongkong, 7th July, 1911. [3]

HONGKONG-NEW YORK.

"INVERLYDE," On or about 27th July.
 For freight and further information apply to **SHEWAN, TOMES & Co., General Agents.**
 Hongkong, 4th July, 1911. [908]



AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)

"INVERLYDE," On or about 27th July.
 For freight and further information apply to **SHEWAN, TOMES & Co., General Agents.**
 Hongkong, 4th July, 1911. [908]

